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Rails to Poole Harbour

Colin Stone

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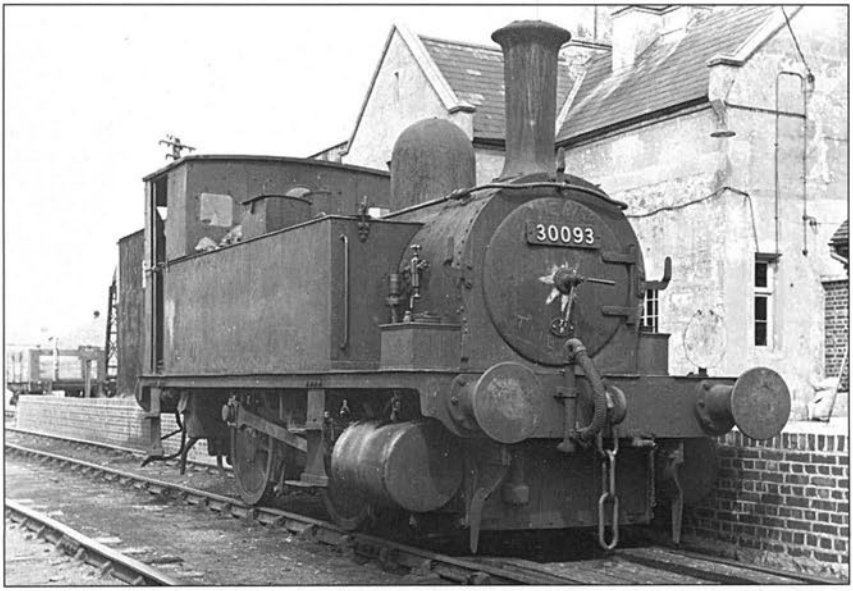
by
Colin Stone



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I would like to dedicate this book to my late uncle, William 'Wiggy' Hayne who fired my interest in steam locomotives and railways, and to my late father Ernest 'Ernie' Stone who loved Poole so much.

Above: Poole on 15th May, 1964 and a view of Towngate Street level crossing looking toward the Station Hotel and showing the crossing box (*left*) with the former station master's house behind. *H.C. Casserley*
Front cover: Robert Stephenson & Hawthorn 0-4-0ST built in 1949, Works No. 7545 and named *Western Pride* stands on Ballast Wharf at Hamworthy, Poole, Dorset on 4th July, 1961 with Poole Harbour and Poole Town Quay visible in the background. *R.C. Riley*
Rear cover, top: Peckett 0-4-0ST Works No. 920 *George Jennings* built in 1902 stands outside its home base of South Western Pottery at Parkstone, Poole on 27th June, 1962. *R.C. Riley*
Rear cover, bottom: Hamworthy Goods station was Poole's first railway station opened in 1847 and closed to passengers in 1896. A class '33' diesel stands beside the remains of the old up platform and the waters of Poole Harbour with a weed killer train in 1977. *Jeff Anderson*
Title page: Class 'B4' 0-4-0T No. 30093 stands at Hamworthy Goods station on 16th August, 1957. *Wessex Collection*

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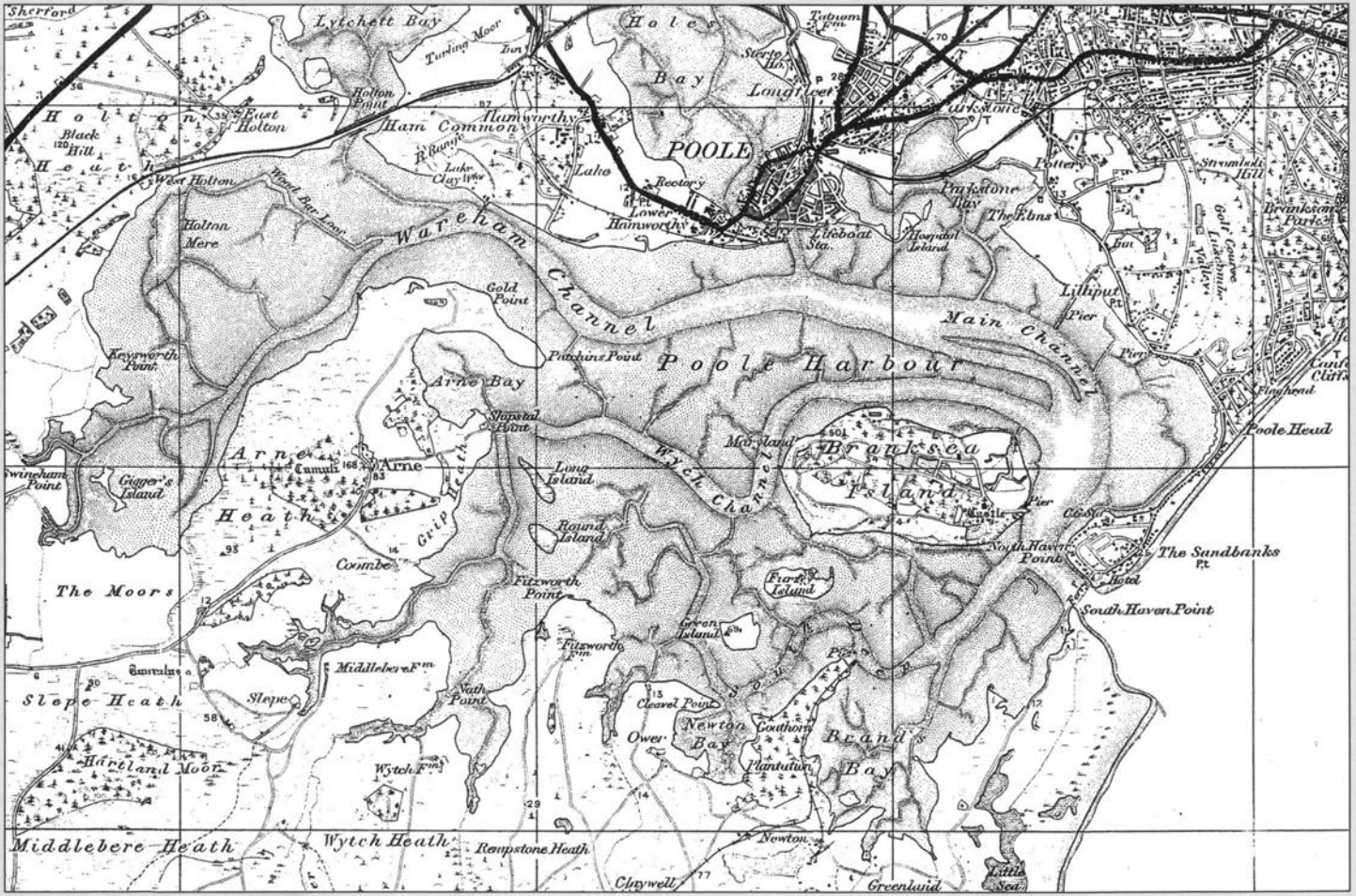
A publicity postcard for Poole-based carriers and local agents for the London & South Western Railway, S.E. Buckley Ltd, taken *circa* 1920 in North Street. The employee chosen to pose for the picture, Mr William Hayne, was the author's great uncle.

Author's Collection



Poole Harbour.

Reproduced from the 1", 1919 Ordnance Survey Map

Foreword

This short study of the Railways to Poole Harbour was inspired by several different factors. First, the year 1997 saw the 150th anniversary of the arrival of the railway in Poole. Secondly, a student project about the history of Poole Quay was undertaken in June 1996 at the local Carter Community School in Hamworthy where the author is employed as a workshop technician. This project revealed that most Poole youngsters of today have little knowledge of the railway history aspect of their town's transport system.

The then history teacher knowing of this author's interest in railways approached him to assist in supplying railway orientated material for a display on the Quay project. The author was then 'cunningly' led into trying to bring together what known facts existed so that a very brief historic outline in small booklet form could be produced as a reference source for any future school project. As research progressed it was discovered that in the past several photographs and references had appeared in various publications about the railway on Poole Quay.

An attempt was made to collate all of these into one block of text and photographs, this in turn led to an expansion on the theme and included the other Poole Harbour rail/sea interchange points, eventually a decision was made to include other aspects of the Poole railway system. A small 30 page booklet was then produced and placed in the history faculty library section. By various means a copy found its way to certain interested parties and from these persons came a suggestion to expand the theme even further, coupled with a suggestion, much to the author's surprise, of publication!

Various researches and visits to Poole Reference Library over the last few months has revealed other snippets of information. Thus the booklet like Topsy just 'growed and growed' and so this modest offering is the result.

Although the main subject of the booklet is the railway system in the Poole area it may, as was the original intention, be read as a reference source by interested persons other than railway enthusiasts. Therefore local area, place, street and location names are given, this may assist local readers or interested visitors to Poole in identifying certain former railway locations. Thus some railway terms within the text are explained for the layman, and I trust any railway enthusiast reader will not think these sections patronising and bear with the author at the appropriate point.

The book has by its nature a set of lists, tables and numbers included, but, I hope, not to an excess, also hopefully it has struck a balance between historical references and the other lighter, human aspects of the railway system within the Poole area. Finally the booklet may stir some memories for a few old 'Pooleites' or offer to those unfamiliar with the area a small window back in time to the days prior to Poole Town Quay's present 'Fun Fair' status, when it was a proper working quay.

My thanks go to two staff members at Carter Community School, Mr Reg Stokes, now retired history teacher, who toiled long and hard to help the youth of Hamworthy understand their local history, he also inspired me to take up 'the pen' for this project. Thank you to Mr Peter Gibbs, technology teacher, for his spare time and patience in introducing me to, and allowing me to practice 'word processing'. My thanks also go to Bob Clark, Mike King, Nick Prior, Mike McClumpha, and Tony Legg for supplying certain items of note, and to the staff of Poole Reference Library and Poole Museum for their time and assistance. Thanks also to Rhys Abbott and John Barham of the Hamworthy Historical group

A view looking west taken in the 1930s of Poole Quay, visible on the right are the rails of Poole Quay Tramway seen leading toward Poole station. *Author's Collection*

and Ian Andrews and Brian Elliot of Poole Historical Trust for suggesting and then pushing me forward to having the work published. I am also most grateful to all the photographers whose pictures grace the following pages, their foresight in photographing everyday mundane operations and procedures allow us to 're-visit' the past. Every effort has been made to identify these photographers and due acknowledgement is given under each photograph.

My special thanks go to Brian Jackson, Weymouth railway historian for his generosity in supplying information he had to hand. And also Roger Smith and Andrew Kennedy of Oakwood Video Library for their invaluable assistance in supplying old manuscripts and photographs, etc. which they have uncovered. (Oakwood Video Library intend to include 5-10 minutes of archive railway film shot in the Poole area in a forthcoming video: *LSWR Mainline, Volume 4 Bournemouth to Weymouth.*)

The author does not profess to be infallible therefore any errors are entirely his responsibility and he will be most grateful for any corrections and additional information, especially concerning the South Western Pottery extension to Salterns pier. Finally my sincere thanks go to all at Oakwood Press for their kind assistance and for having the faith to publish this work.

Colin Stone
Poole
Dorset
August 1999

Introduction

Pola, La pole and Pole are three of the past titles of the town of Poole. Poole is a medium size town on the south coast of England which (in 1999) has around 140,000 inhabitants. It is situated 105 miles south-west of London on the shores of Europe's largest natural harbour, the second largest in the world, with a shore line of about 70 miles encompassing 10,000 acres (4,000 hectares) of water. Contained within this shoreline are various small islands, the largest, and best known as the birthplace of the Scouting movement, is Brownsea Island where in 1907 Lord Baden-Powell held the first Scout camp.

Poole Harbour along with the south coast between Portsmouth and Weymouth benefits from the phenomenon of a double high tide. This unusual tidal flow has a complicated explanation, but basically it is due to the fortuitous geographical position of Poole in relation to hydrographic effects known as a 'standing wave' and a 'nodal point'. These, and possibly the land mass of the Isle of Wight, affect the water flow along the English Channel. It results in water levels receding for 2½ hours after first high tide, levels fall around 2 ft before beginning to rise again for about 8 inches to give a second 'high water' about 3½ hours after the first. Thus Poole harbour sees an almost constant high water level for some 14 hours out of 24 which is a considerably more than the other relatively shallow harbours on the south coast. The harbour can at the present time accommodate vessels of 16 ft (5.5 metre) draught and up to 480 ft (160 metre) length at all tide times and levels. One added benefit is its position in the lee of the Purbeck Hills which afford it shelter from the predominating south-west winds.

Local history notes that by the year 100 BC the area was developing as a trade centre, with Iron Age settlements on Green Island situated within the harbour and in the area of Poole now known as Hamworthy. But the use of the harbour waters, at least 200 years before that time, is documented by the carbon dating to around 295 BC of a 33 ft-long log boat discovered in the harbour mud in 1964. This log boat was in all probability, used by the local tribes or inhabitants solely within the harbour confines and immediate sea area, possibly as far as Hengistbury Head and what is now known as Christchurch Harbour. It is believed that the Phoenicians visited the area and, until around 50 BC, Christchurch harbour and the Hengistbury settlement were on the main trade route in the area to and from France, this theory being supported by the discovery of very large amounts of amphora pieces used to import, it is thought, wines and fish paste.

What happened in this area around 2,000 years ago can only be assumed from local archaeological finds, but it is thought that Poole Harbour and the Hamworthy peninsular in particular came to prominence in the year AD 43 when the Roman Emperor Claudius mounted an invasion of Britain. Generally it is believed that the Romans used the sheltered waters of the harbour to land at Hamworthy, at first to establish a secure base before striking out to conquer the two local tribes of Belgae in Hampshire and the Durotrigues of Dorset. Then from around 46 AD to 65 AD Hamworthy became a landing spot and supply base for a large Roman fort near Wimborne which housed half a legion (3,000 men), along with other auxiliaries such as archers totalling again about 3,000. This supply was accomplished via a Roman road running from

Hamworthy along the west side of Holes Bay then going north to the River Stour and the fort at Wimborne, thus was the harbour first used to transport goods on a regular basis.

After the Romans had used the harbour for their initial incursions, it would seem as though its usage slipped back to a relatively low level. The main use of the harbour was for ships to pass through it as an access route to the River Frome and thus reach Wareham; Poole as such did not exist, and is not mentioned in the Domesday book of 1086. Around 787 AD a Viking fleet sailed into the harbour and an army of Danes moved into Wareham, sacking the town four times in the 90-year-period until the year 876. Wareham and Christchurch continued as the main ports in the area until the year 1139, when during the civil war of King Stephen's reign Wareham was virtually destroyed. The silting up of the River Frome and the change to sailing ships instead of oar-driven vessels added to Wareham's decline as a port. Between 1140 and 1145 those ousted from Wareham seem to have retreated down the river to settle on the peninsular we now know as Poole, the first reference to the place name being in 1179 when listed on a roll (list of local inhabitants) as Rogerous de Poles, (simply Roger(s) by the Pool) Pool meaning the harbour. The next mention came in 1182 as Pole and in 1224 as La Pole.

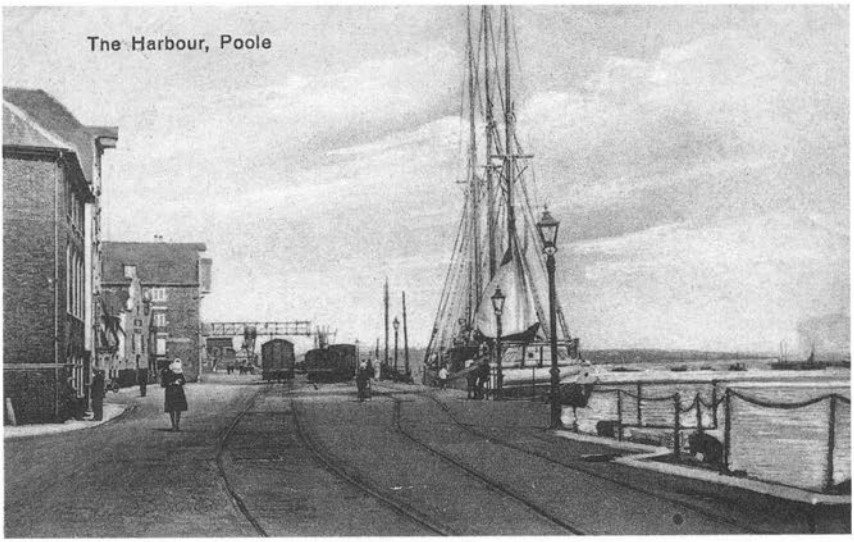
In 1248, in return for 70 marks payment toward Lord of the Manor William Longspee's crusade costs, Poole was awarded 'The Longspee Charter' which freed the town from manorial jurisdiction. This heralded the rise of Poole, and from this point the port became well established. The Port of Poole soon became one of the largest and most prosperous on the south coast of England trading with Europe and North Africa. Indeed the town had become prosperous enough to supply four ships for the siege of Calais, and was the supply and provision base for Edward III's fleet during the Hundred Years' War with France. So much so that in 1377 and again in 1405 the port and town were attacked and partly destroyed by the French. But this was the time of the privateer and the town was avenged by local hero Harry Paye (Old Harry) many times from 1400 to 1407, when he set sail from Poole to attack French ports and ships; on one occasion in 1407 he brought 120 captured ships into Poole Harbour.

The highpoint for Poole and its port - known locally as 'The Golden Age' - existed roughly between the years 1688 to 1815, when the town and port saw a lucrative trade with the Americas including the transport of rice from the Carolinas. But it was its part in the trade with Newfoundland that saw many Poole merchants making fortunes from the mainly fish-based trade. Around 100 or so ships left for the fishing grounds in spring where they spent the summer fishing for the prodigious amounts of cod that once existed in the Grand Banks area.

Some then sailed to the Mediterranean with the dried and salted fish, before returning with wine, fruit, almonds and olive oil in the winter; the remainder of the fleet returned to Poole with some of the salted cod and fish oil along with beaver, seal and fox skins. In general supplies for the fishing/hunting colonies also went out from Poole: listed as 'exported' were such items as wheat, barley, flour, beer and salt (to preserve the fish), plus clothing, hats, boots and shoes

which were all made in Poole thus giving employment to many. This trade was to decrease over the years as the demand for Newfoundland fish declined, also the goods and clothes, etc. supplied from Poole became easier and more cheaply obtained from America as that country became more established.

Poole went into decline as a port and was by the year 1846 seeing use mainly for coastal trade with 64 ships so employed. Some boats called 'hoys' carried passengers as well as freight to such places as Portsmouth, remembered by the public house 'The Portsmouth Hoy' situated on Poole Quay near the former berth whence these boats set sail. However by 1852 this total of 64 ships had been reduced to just four, their trade lost to the marvel of the Victorian age, railways. The year 1847 had seen the arrival of the railway in Poole.

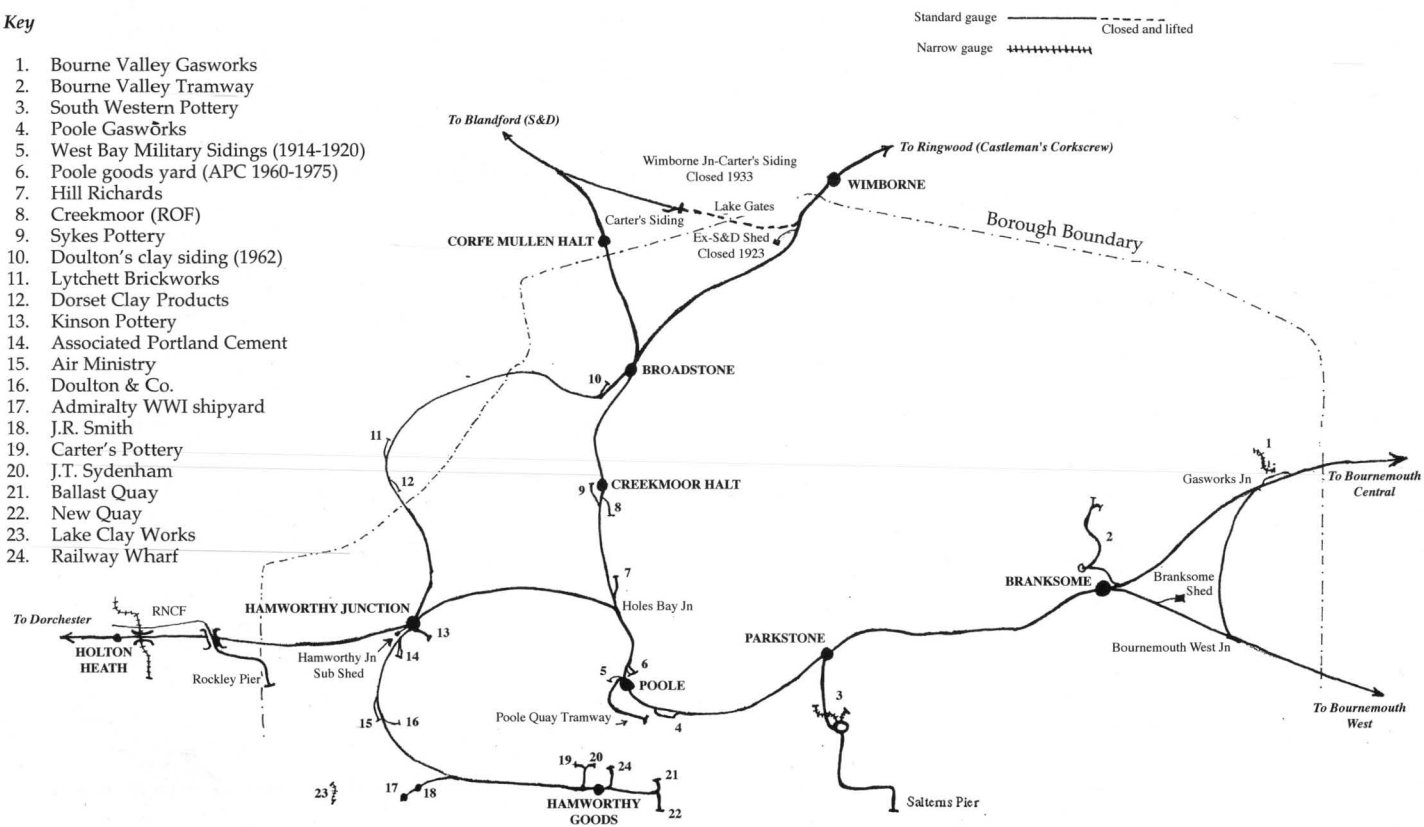


This early 1920s scene on Poole Quay shows the view east with the tramway prominent. On the postcard (postmarked Monday 27th August, 1923) the sender states 'weather stormy'. *Author's Collection*

Railways of Poole 1920-1966

Key

1. Bourne Valley Gasworks
2. Bourne Valley Tramway
3. South Western Pottery
4. Poole Gasworks
5. West Bay Military Sidings (1914-1920)
6. Poole goods yard (APC 1960-1975)
7. Hill Richards
8. Creekmoor (ROF)
9. Sykes Pottery
10. Doulton's clay siding (1962)
11. Lytchett Brickworks
12. Dorset Clay Products
13. Kinson Pottery
14. Associated Portland Cement
15. Air Ministry
16. Doulton & Co.
17. Admiralty WWI shipyard
18. J.R. Smith
19. Carter's Pottery
20. J.T. Sydenham
21. Ballast Quay
22. New Quay
23. Lake Clay Works
24. Railway Wharf



Chapter One

Main Line Routes

The coming of the railways

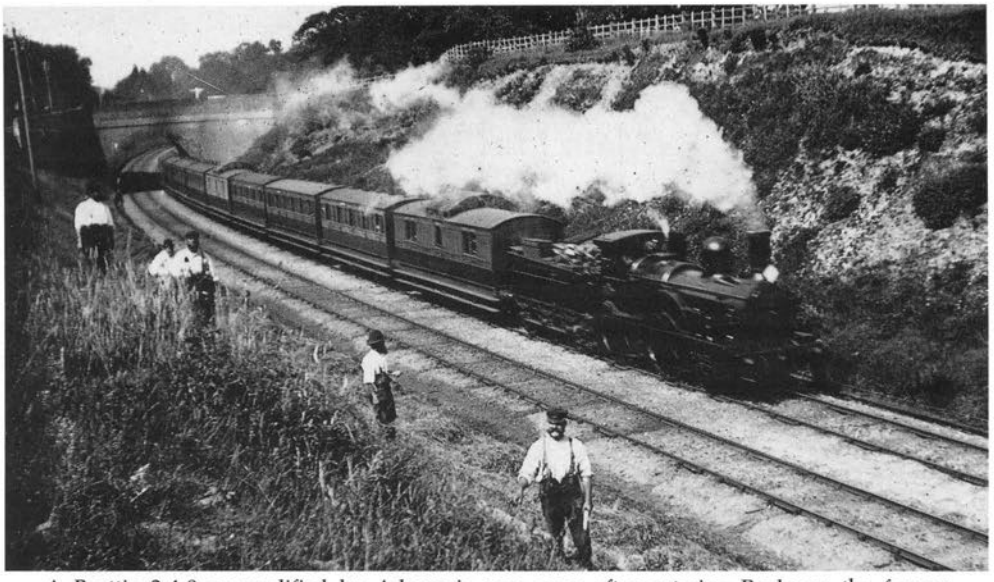
The 1st June, 1847 was the date that the Southampton to Dorchester Railway opened, the line also being known in those days by the nickname 'Castleman's Corkscrew'. This name came from Charles Castleman, a Wimborne solicitor, and a 'leading light' in the campaign to bring the railway to the area. The 'corkscrew' half of the name referred to the 62 circuitous route miles the line took to cover the actual 48 miles from Southampton to Dorchester.

The line left Southampton going west, before it headed south-west, south and then west again to reach Brockenhurst. It then went north-westerly through Ringwood, curving from there gently round in an arc to head south-westerly through Castleman's home town of Wimborne, and what we now know as Broadstone (but was in 1847 just barren heathland), a final turn to the west taking the line via Wareham to Dorchester. The Southampton to Dorchester Railway existed only for a short time, being absorbed by the London & South Western Railway (LSWR) in 1848

The final destination of the line in several proposals was to have been Exeter via a coast line running west through Bridport and Lyme Regis and possibly Seaton and Sidmouth, etc. One such scheme entitled 'The Exeter, Dorchester, Weymouth Junction Coast Railway' was suggested in 1846 but never came to fruition. Eventually in 1857 when the Great Western Railway opened a line from Yeovil to Weymouth, a connection was made to this line and trains then ran down a jointly operated stretch of track to Weymouth

At the spot where the line turned west for Wareham, where Hamworthy station now stands (then named Poole Junction), a branch line was constructed; heading south from the main line, it descended gently for two miles to sea level and arrived in Poole at the spot known as Lower Hamworthy (where by coincidence, 1,800 years earlier the Romans had also arrived). Passengers for the town detrained right alongside the waters of the harbour, which must have been a hostile spot on a gale swept, rainy winter's night. They then had to cross the outlet from Holes Bay on the 1835-built road bridge described as 'a rickety affair' which was said to 'squeak, shriek and creak' as a cart passed over it.

Eventually in December 1872 a second branch line was opened from Broadstone, then called New Poole Junction (at the same time Poole Junction was re-named Hamworthy Junction), this line came directly into Poole town at a new station, the site of which is still in use as the present day Poole station. From this 'new' station a street tramway was laid to run via Nile Row, West Quay Road and then along Poole town quay, opening for traffic on 15th June, 1874, thereby giving the wharves and quays of the Port of Poole access to the expanding network of Britain's railways. This expansion locally being eastwards to Bournemouth West in 1874, construction work on this new route necessitated a causeway to be built bisecting Parkstone Bay within Poole

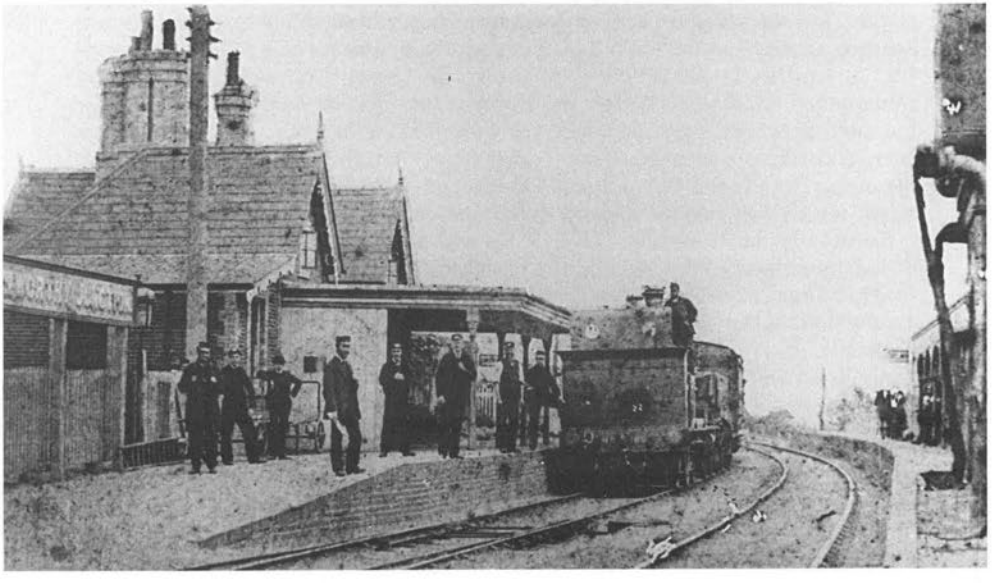


A Beattie 2-4-0 as modified by Adams is seen soon after entering Poole on the former Southampton & Dorchester Railway. It is climbing away from Wimborne at Merley in 1901 having just passed under the Poole to Wimborne road bridge. This section of line passed through Poole Rural District amalgamated into the Borough of Poole in 1933. The Broadstone Permanent Way gang are in view, the gentleman nearest the camera, Jim Cox, was injured when jumping clear of flying debris in the Broadstone accident referred to in the text.

Terry Saunders Collection

The other end of Poole borough on the original Southampton & Dorchester Railway route at Hamworthy Junction *circa* 1880. This picture, one of the earliest known of the Poole railway scene, depicts a Beattie 2-4-0 Well Tank No. 186 standing in the up platform. Also in view are the original station buildings dating from 1847, these were demolished in 1892 during station remodelling.

R.C. Riley Collection



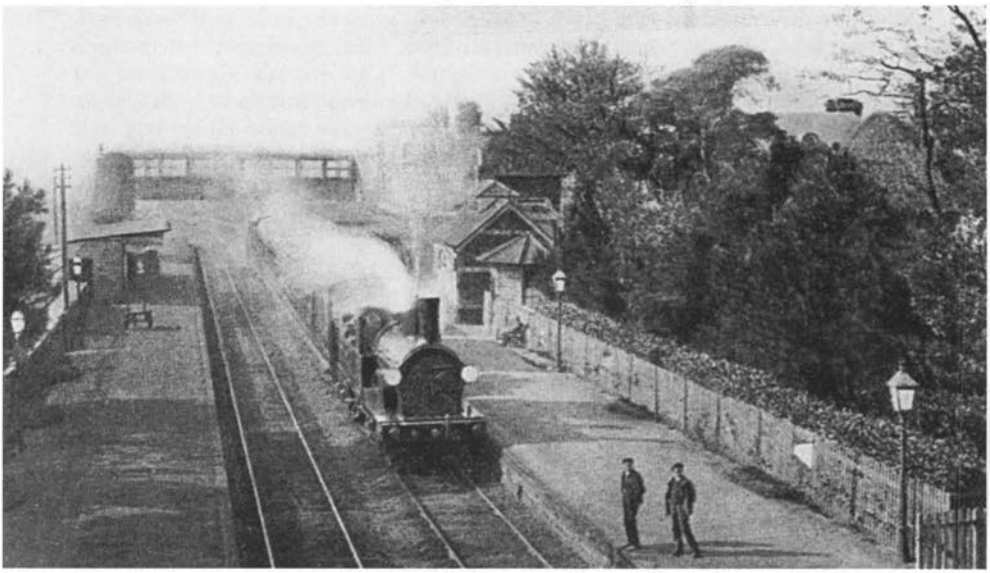
Harbour. The enclosed area of water eventually gave rise in 1890 to Poole Park boating lake. Further extension came in 1888, from Branksome on through Bournemouth Central to join the original 'Castleman's Corkscrew' at Brockenhurst. Poole's final piece of national railway network to be built was on a second causeway across another harbour backwater called Holes Bay and opened in 1893. This completed a second more southerly through route paralleling 'Castleman's Corkscrew' from Brockenhurst to Hamworthy Junction. Some parts of the 'Corkscrew' still exist between Southampton and Brockenhurst, and Hamworthy and Weymouth, but the section from Brockenhurst via Wimborne to Hamworthy known to all railwaymen locally as 'The Old Road' was closed to passengers on 4th May, 1964. The section from Brockenhurst to Ringwood closed completely on that date leaving the remainder as freight-only. Progressively over the next 10 years as sections were closed even to freight traffic (as listed below), the track was lifted, leaving finally just the section from Broadstone to Wimborne with a weekday goods train.

From 5th June, 1966 after complete closure of the Hamworthy to Broadstone (Doultons siding) section, the only access to the remaining portion of the 'Old Road' was via the 1872-built Broadstone to Poole section, the latter losing its passenger service on 5th March, 1966 when the former Somerset and Dorset Joint Railway (S&D) line - which ran beyond Broadstone to Blandford, Templecombe and Bath - was closed to passenger traffic. From that time the Poole to Broadstone route also became freight-only, serving Ringwood (closed 7th August, 1967), Blandford (S&D) (closed 6th January, 1969), Doulton Siding (near Broadstone closed 1973), West Moors (closed 14th October, 1974) and finally Wimborne. Complete closure came on 2nd May, 1977 when the final two or three empty freight wagons were returned to Poole goods yard from Wimborne behind a class '33' diesel No. 33 012. This followed enthusiast 'last rites' on 1st May, when the Lea Valley Railway Club ran three trains comprising diesel locomotive No. 33 107 and two 4TC sets from Bournemouth and Poole entitled 'The Corkscrew Shuttle'. The route from Broadstone into Poole is now a road for the majority of its course, whilst part of the trackbed from Broadstone to Hamworthy is in use as a footpath, cycleway and bridleway, somewhat cynically called 'Castleman's Trailway'.

Railways within the Borough of Poole

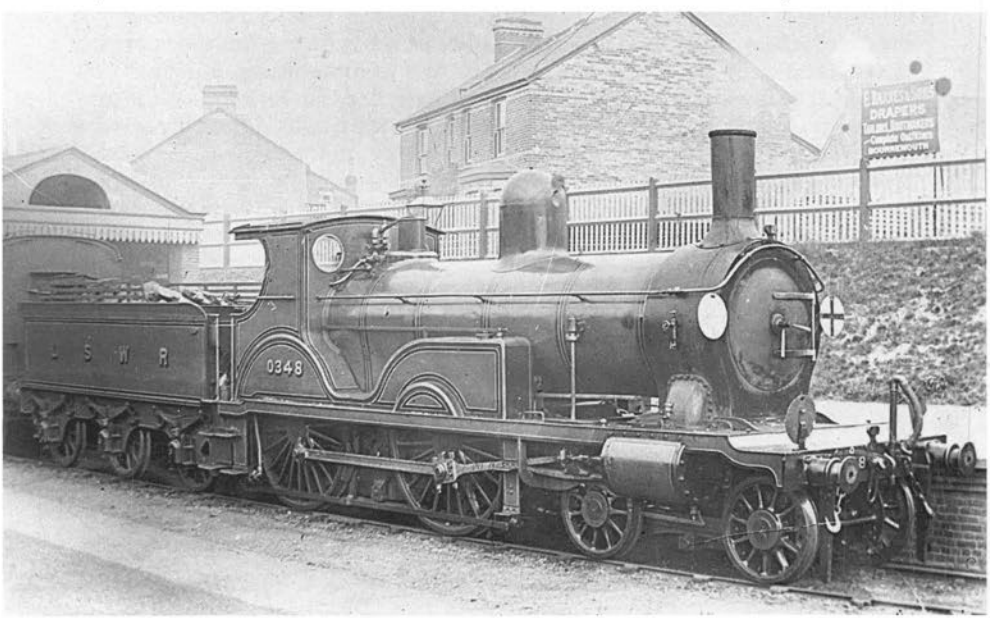
After May 1893 when the causeway carrying the railway across Holes Bay came into use linking Poole to Hamworthy Junction, the 1872-built Poole station became a through station on two major routes. As such it was being served by the Bath to Bournemouth West services of the S&D and London to Weymouth trains of the LSWR.

Railways played their part in the Poole area in much the same way as in the rest of Britain with the odd bit of industrial line or siding being grafted on to the national system from time to time. As the surrounding area is largely on a clay strata, not surprisingly most of these were sidings into potteries or brickworks.



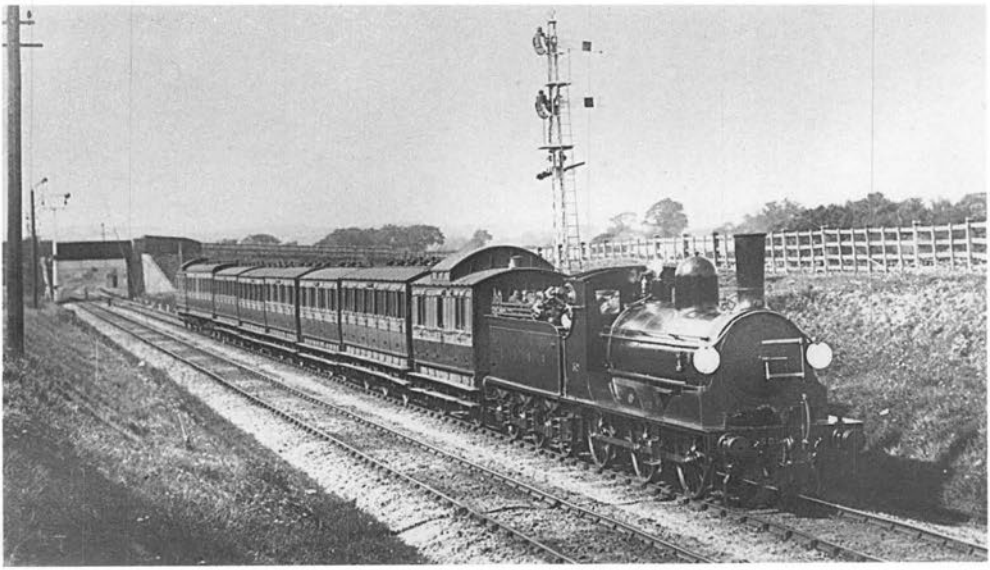
Parkstone station viewed looking west around 1900 with up an LSWR service. Once again the train engine is a Beattie 2-4-0. *Lens of Sutton*

This view of an up train at Branksome station can be dated between 1900 and 1905. Class '348' 4-4-0 No. 348 was the first of its type built in 1876 to a W.G. Beattie design for express passenger use. It was one of eight rebuilt by Adams in 1888 to the form illustrated and relegated to lighter duties, she was renumbered 0348 in 1900 and withdrawn in 1905. *B.L. Jackson Collection*



Another early photograph taken *circa* 1910 shows a train for the Somerset & Dorset Joint Railway running into the down platform of the 1872-built Poole station headed by an S&D 0-6-0 locomotive. *Lens of Sutton*

In this view an Adams 0-6-0 class '395' goods engine is seen heading an up passenger train *c.* 1905 at Sterte having just negotiated Holes Bay Junction. The locomotive, No. 501 built in 1885, was one of 50 commandeered by the Government in World War I and sent overseas to the Middle East. It went to Palestine in 1917 but was not used there and was sold in 1929.
B.L. Jackson Collection



The eastern district of Poole is viewed in this 12th April, 1932 scene. 'King Arthur' class 4-6-0 No. 785 *Sir Mador de la Porte* has just crossed the Bournemouth/Poole and Hampshire/Dorset border with a westbound service for Bournemouth West, and is a on a section of track opened in 1888. *Mark Yarwood/Great Western Trust Collection*

Looking west from the same location, a Weymouth-Bournemouth Central train headed by an Adams class 'X2' 4-4-0 No. 587 is seen heading away from Branksome, passing Talbot Heath to the right of picture. This is the source of the Bourne stream which runs into the sea at Bournemouth, one tributary rises behind the gas holder seen on the sky line whilst the second passes under the train. This heath was also the terminating point of the Bourne Valley Pottery tramway. *Mark Yarwood/ Great Western Trust Collection*

Indeed the final siding in this respect was opened off the original 1847 route to serve a clay pit close to Broadstone station as late as 1962. This was only four years before closure of the Broadstone to Hamworthy section, although access was retained via part of the old down line as a long siding from Broadstone until 1973.

The accompanying map shows the railway system of Poole and the surrounding area with the borough boundaries indicated, within which lay six stations and at one time three locomotive depots, albeit sub-sheds. During the 1950s national rail travel reached a peak, this was a time of dedicated workmen's trains, holiday trains and regular use of trains by the general public. From 1960 a steady decline in rail use began but perhaps only now, as a new century and millenium approaches, the trend is being reversed. Railway fortunes appear to be in the ascendancy again, those who cherish our railway network can only hope that the trend is ongoing. So before looking at the main subject of railway connections to Poole Harbour, an overview of the main line railway system within Poole may be appropriate.

A rail journey from east to west across the Borough of Poole in the early 1960s would have given an observant traveller a view of an almost intact local rail system. Apart from the branch to Lower Hamworthy, the use of an 'Area 11' runabout ticket would have allowed rail exploration of the town. The following description, with updates where appropriate, gives an idea of what could have been seen in 1960 when the steam locomotive still remained supreme.

A rail traveller leaving Bournemouth would cross the boundary into Poole about 1½ miles after leaving Bournemouth station. This point is reached just before leaving one of the pine woods that abound in the area which were the inspiration for the name of the S&D's most prestigious train, *The Pines Express*. This boundary until 1972 also marked the division between Hampshire and Dorset, trains running out of the cutting that passes through these woods emerge onto a high embankment where a brief view of Talbot Heath is had to the right. The heath is the source of the short and narrow Bourne stream (which gives Bournemouth its name) as it flows into the sea some two or three miles to the traveller's left.

Almost immediately Gas Works Junction was approached, where a siding and coal chutes serving an adjacent gas works could be noted on the right. If bound for Bournemouth West the train would swing left at the junction to join one of the three sides of a triangle of lines and onto one of two impressive Bourne Valley viaducts.

The line swept round in a 180 degree arc, passing to the right enclosed within the triangle of lines Branksome engine shed. A sub-shed of Bath coded 71G, later 82F, it was Poole's own motive power depot, so long the home of many a legendary S&D engineman. The route then joined the second side of the triangle, the 1874 extension from Poole into 'The West' at Bournemouth West Junction. From here the line began to descend back into Hampshire and West station, the eastern end of the carriage sheds denoting the county/town boundary.

These sheds still remain as the part of the misleadingly named Bournemouth Traincare depot, as it is in fact in Poole. However returning to Gas Works

A view east of Branksome station *circa* 1980, in the distance tracks lead left to Bournemouth Central and right to Bournemouth West. The station on this 1874-built line was not opened until June 1893, the main buildings on the up side are on two levels with the footbridge leading left through the booking office at street level. *B.L. Jackson Collection*

Branksome signal box in close up on 27th August, 1966. The box, seen in the distance at the east end of Branksome up platform in the picture above, controls the junction of lines to Bournemouth Central and West. *Colin Caddy*

Junction to continue our journey westward on the right-hand divergence at the junction, a train would cross the other Bourne Valley viaduct and complete the triangle at Branksome Junction on the approach to the first station within Poole borough, its nameboard proclaiming 'BRANKSOME FOR EASTERN POOLE'. As the site is in a short shallow cutting the brick-built station buildings situated on the up side are on split levels with entrance, booking hall and a small parcels office at street level, at platform level were lamp and store rooms etc. Branksome signal box (still in use) is at the London end of this platform, the down side platform being devoid of buildings except for a canopy extending part way along it with a small store room at the Poole end.

A discerning eye might have espied a line going off on the right, to the rear of Branksome signal box, this led into Sharp, Jones & Co.'s pottery and connected to their 1½ mile internal system. Leaving Branksome the line begins to descend almost imperceptibly at first for about a mile until St Osmunds Road overbridge marks the spot where the two mile 1 in 60 descent of Parkstone bank begins. A stopping train would begin to brake here, as Poole's second station Parkstone is just a ¼ of a mile down the bank standing on a short easier 1 in 300 section.

This station's nameboard read 'PARKSTONE FOR SANDBANKS', and relates to Poole's famous beach area, situated a good three miles to the south of the station. Buildings here were also on the up side built out of brick, but with a small wooden parcels office as a separate entity to the rear of the footbridge. Parkstone served an affluent suburb of Poole and as such in the late 1950s/early 1960s the goods office remained busy and still employed two road delivery vehicles in its own right. It also warranted under the up side canopy a larger than average (for a small station) W.H. Smith bookstall; on the down side stood a substantial wooden waiting shelter complete with gent's toilet, while to the rear of this platform was a modest three-road goods yard.

From a departing train a line could be noted running south from the goods yard and disappearing into woods, this led to the South Western Pottery Co. The main line at this point, being high on an embankment, gives a wide panoramic view to the left out over Poole Harbour toward the distant Purbeck hills, but the continuing 1 in 60 descent meant trains were soon at sea level and speeding onto the causeway crossing Parkstone Bay within the harbour.

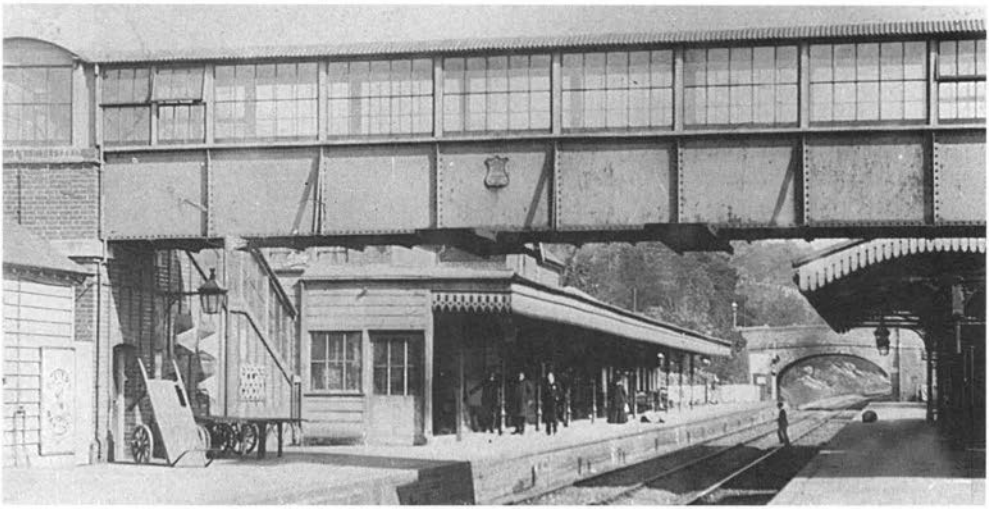
Immediately off the causeway, the town's gas works and associated sidings occupied a large area south of the line, where at times the Poole yard shunter could be noted inside on a trip freight. At the western end of the site was a small engine shed which housed the system's small four-wheeled industrial diesel shunters (*see Appendix Two*).

Again at this point heavy braking would be taking place as Poole station was, and still is, entered on a tight 10 chain-curve across two very busy level crossings, the first crossing the High Street controlled by the adjacent Poole 'A' signal box. Within yards the second crossed Towngate Street (replaced by a bridge in 1971); this was at the time part of the main A350 road through the town and was controlled by a crossing box.

The 10 chain-curve continues right into the station where, due to an old agreement with the local authority, *all* passenger trains were obliged to stop.

A train for Poole and Weymouth with class 'M7' 0-4-4T No. 123 at its head begins the descent of the 1 in 60 Parkstone bank on 15th June, 1932. The summit is marked by the bridge which can just be seen (*top right*). *Mark Yarwood/Great Western Trust Collection*

On the same day the photographer has turned through 180 degrees to capture Adams class 'X6' 4-4-0 No. E665 as she pulls away from Parkstone heading up the final section of 1 in 60. The locomotive is hauling a train of ex-LSWR coaches on a service from Salisbury to Bournemouth West. This 1896-built machine had just one year to go, being withdrawn in June 1933.
Mark Yarwood/Great Western Trust Collection



Parkstone Station built in 1874 is viewed around 1890 looking toward Branksome. The station stands on a short 1 in 300 section part way up the main 1 in 60 Parkstone bank. In this view part of the wooden parcels depot is seen abutting the footbridge. The footbridge roof and glazing were removed in the early 1950s. *Lens of Sutton*

Parkstone station sees BR Standard class '4' 2-6-0 No. 76061 arriving with an up stopping service from Weymouth around 1960. In the background the station goods yard can be seen, whilst the down side platform wooden-construction toilet block is also visible. *Lens of Sutton*

From Parkstone station footbridge Ivatt class '2' 2-6-2T No. 41224 is viewed preparing to depart on the 5.00 pm Bournemouth to Dorchester service in August 1965. The main line is seen dropping away towards Poole with the line into the goods yard on the left. The white heap seen by the headshunt pointwork is lime scale brought over from Bournemouth Shed water softening plant and dumped down the embankment side. *Author*

Ex-LMS class '2P' 4-4-0 No. 40564 approaches Poole station with the 5.18 pm Bournemouth West to Templecombe service on 23rd May, 1953. The train is running past Poole gas works and its engine shed (*right*), this housed some small standard gauge four-wheeled petrol shunters. *S. Drew*

Poole is entered on a 10 chain curve and crossed two roads on the level, the first, and still remaining, crosses the High Street. It is seen here in 1977 with its guardian signal box designated Poole 'A', formerly 'Poole East' shortly before it was demolished and the gates replaced by full lifting barriers controlled by Poole 'B' signal box via CCTV. *Dr J. Boudreau*

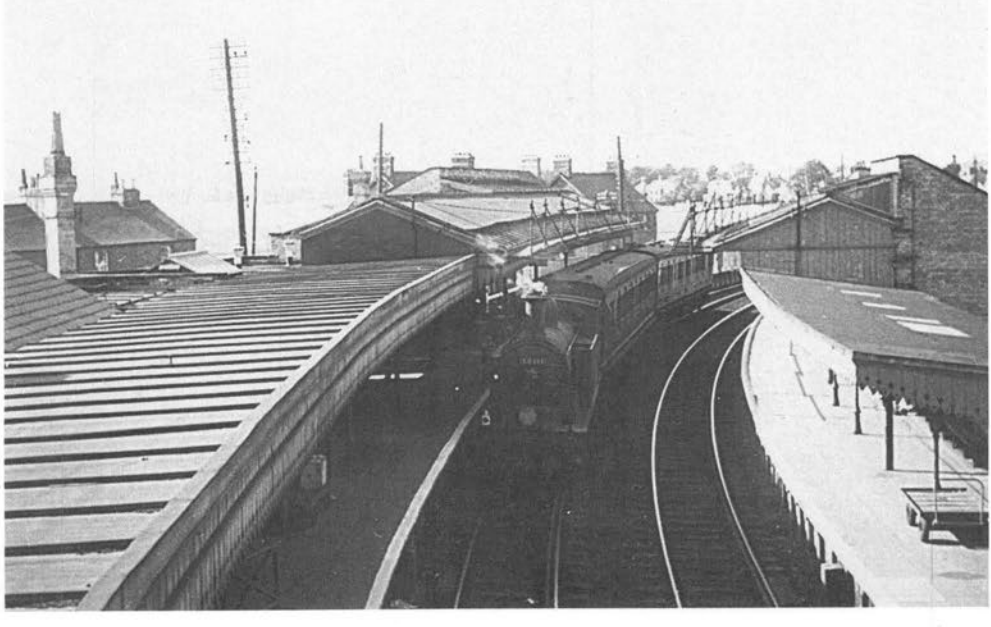
From the same vantage point on the High Street footbridge 'Lord Nelson' class 4-6-0 No. 30861 *Lord Anson* is seen leaving with the 4.40 pm Weymouth to Bournemouth train on 23rd May, 1953. *S. Drew*

The second road crossed by the railway on entry to Poole was Towngate Street seen here with BR Standard class '4' 2-6-0 No. 76011 passing over it. In the distance Poole High Street and Poole 'A' box can be seen; the date is 5th March, 1966, the last day of S&D services, and the train is the 12.23 pm Templecombe to Bournemouth. *Author*

Looking west, Poole station down platform is visible behind rebuilt 'West Country' class 4-6-2 No. 34095 *Brentor* seen departing across Towngate Street on the 10.13 am Weymouth to Bournemouth on the penultimate day of Southern steam operation, 8th July, 1967. As part of the, latterly busy, A350 road, Towngate street crossing was replaced by a bridge in 1971. *Author*

Drummond class '700' 0-6-0 No. E691 rolls a short freight into the 1872-built Poole station and has the Bournemouth 'sludge carrier' tender in tow, indicating a visit to Parkstone goods yard has been made for discharging purposes, 17th August 1932. *R.W. Kidner*

Poole station looking west, taken from the footbridge on 1st June, 1953 it shows the varying heights of the canopy. A push-pull fitted class 'M7' 0-4-4T No. 30111 is seen propelling the 5.00 pm Bournemouth Central-Swanage 'workman's train' . *S. Drew*



A second view of Poole station looking west, this station was constructed in 1872 and replaced the 1847-vintage station at Lower Hamworthy as Poole's main station. *Lens of Sutton*

A 1970s view looking west toward Poole 'B' signal box (until 1949 Poole West box). In view are a class '47' on an inter-regional train, a class '33' on a Waterloo-Weymouth train and a Wilts & Dorset bus heading up Sterte road. *Dr J. Boudreau*

Poole station looking east and a train for the S&D line headed by a class '2P' 4-4-0 rolls in for its mandatory Poole stop. This view shows the severity of the 10 chain curve that exists through Poole station. *Lens of Sutton*

An S&D train, viewed shortly after nationalisation is seen with ex-LMS class '2P' No. 40601 in charge. To the right is the down bay platform which was for parcels/goods use only but even this was restricted as the track also provided access to Poole Quay Tramway, seen diverging to the right. *Mark Yarwood/Great Western Trust Collection*

To facilitate the construction of Towngate bridge, seen in this photograph, all of the 1872-built station buildings were demolished in 1969 leaving the town ill-served for nearly 20 years by this inelegant 'Clasp' structure positioned on the up side platform. *Dr J. Boudreau*

Poole goods yard viewed from Towngate bridge in the 1970s. Prominent is the Blue Circle cement terminal served by trains of Presflo wagons from Westbury. In the background a Stratford-based class '47' diesel pulls out of the yard reception sidings with an inter-regional train for the North of England. *Dr J. Boudreau*

On Sunday 9th July, 1967 rebuilt 'Merchant Navy' class Pacific No. 35030 *Elder Dempster Lines* stands at Poole station with the 2.07 pm Weymouth to Waterloo train. This was as the last steam-hauled BR passenger train to run on the Southern Region, therefore the last steam-hauled passenger service to call at Poole. *Graham Sutton*

'The very last one' at 9.25 pm on the 9th July, 1967; having collected two vans from the down bay BR Standard class '3' 2-6-0 No. 77014 prepares to leave Poole with the 8.50 pm Bournemouth to Weymouth van train. This was the very last steam-hauled British Railways revenue earning train to pass through Poole and the last to run on the Southern Region. *Author*

In the Autumn of 1965 Bullied 'West Country' class Pacific No. 34041 *Wilton* leaves Poole past mile post 114 with an afternoon Bournemouth-Weymouth service. To the left of the engine is the goods yard water tower, its other use was as a vantage point for footplate crews to watch football and speedway in the adjacent Poole stadium, that is until the night a fireman excitedly viewing a race, fell in! *Author*

The western approach to Poole is viewed again on 24th August, 1963 and can be compared with the 1905 view on page 15 where the only major change has been the addition in 1941 of two reception sidings for Poole goods yard. The train, hauled by BR Standard class '4' 2-6-0 No. 76005, is the 12.16 pm Templecombe to Bournemouth via Salisbury. *Roy Panting*

This agreement, originally forged with the LSWR, concerned the position of Poole station in relation to the extension to Bournemouth West. In return for a station close to the town at which all trains would stop, Poole council agreed to allow level crossings of Towngate and High streets rather than insist on bridges; it was finally rescinded in 1961. Poole station's original main brick buildings complete with small bookstall and toilet block occupied the down side platform. The up side possessed more brick-built toilets, lamp room and a store room all linked by a wooden canopy of varying height, also on this side was the main bookstall.

In addition there was a downside bay platform used for parcels traffic, but it was not signalled for passenger train use. All buildings were swept away in 1969 to allow the Towngate flyover to be built. A replacement, but poor substitute, temporary 'Clasp' building sufficed on the opposite end of the up side platform until 1988 when a new permanent building, also on the up side, was built.

Beyond the down platform and with two sidings running behind it stood Poole 'B' signal box (still in use). On the up side opposite the box was a substantial 17-road goods yard with large goods shed over one track, all served by two reception sidings. If our 1960 train had been sufficiently long and had pulled well down the platform, a glance back would reveal the rails in the down bay passing through boundary gates into the adjacent street and disappearing between houses, this was the start of Poole (Town) Quay tramway. On leaving this 1872-built station past the goods yard complete with resident shunter (in the 1950s and early 1960s a class 'M7' 0-4-4T but latterly a class '04' diesel), Holes Bay Junction was reached. This is the point where that last piece of railway to be built in the area veers off to the left on another causeway around to Hamworthy Junction, crossing that part of the harbour known as Holes Bay.

The right-hand tracks headed in a northerly direction on the level with the Holes Bay backwater lapping against its left, soon a gentle 1 in 400 climb began toward Poole's fourth and 'youngest' station, Creekmoor Halt. The run in had connections into sidings, left for Sykes Pottery Co., and on the right serving a Royal Ordnance Factory (ROF) opened in 1941. Until closure in 1959 the ROF internal sidings were shunted by an Avonside 0-4-0ST which replaced an earlier allocated Peckett 0-4-0ST (*see Appendix Two*).

Creekmoor was opened by the Southern Railway in June 1933 to serve the growing Creekmoor and Waterloo communities. Originally the platforms were only of two or three coach lengths long, and constructed from old sleepers. However to facilitate the workers of the then-new ROF factory the platforms were extended in World War II, and the halt became a typical Southern 'concrete kit' complete with all the concrete extras of fence panels and lamp posts, etc. As a wartime economy a footbridge was not provided, and although the sleeper decking was removed, the original waiting shelters of corrugated metal and wooden construction were retained and remained until closure of the halt in 1966. A concrete footbridge was added at a later date after the war.

Leaving Creekmoor and still climbing, but now at 1 in 75, the line curved round to run parallel with another line coming in at higher level on our left, this was the old original route to Hamworthy and Dorchester. The two lines then converged at Broadstone, our fifth Poole station and in 1960 on its sixth title:

Holes Bay Junction viewed on 7th May, 1967 has BR Standard class '4' 2-6-4T No. 80011 passing over it coming in off the 1893-built causeway route from Hamworthy Junction. The right-hand tracks are the 1872-built line to Creekmoor and Broadstone. A signal box, closed on 28th October, 1934, once stood in the 'vee' on the site of the permanent way huts, whilst Longfleet military sidings were laid in 1918 on the site of the industrial units on the right. *R.K. Blencowe*

A view looking south from Fleetsbridge shows the 1893-built causeway from Holes Bay Junction to Hamworthy Junction crossing Holes Bay in the middle distance, Poole power station (demolished in 1994) dominates the skyline. Running alongside Holes Bay on the 1872 Broadstone to Poole route is rebuilt Bullied Pacific No. 34045 *Ottery St Mary* heading the 12.26 pm Bournemouth to Brockenhurst service, in lieu of the usual tank engine. *Roy Panting*

Two views of Creekmoor *c.*1955. *Above:* General view looking south towards Poole. *Below:* This small wooden building served as the ticket office. *(Both) S. Drew*

Seen soon after leaving Creekmoor in the early 1950s are two of Dugald Drummond's class 'T9' 4-4-0s, No. 30712 leads No. 30284 on the 7.42 am Bournemouth Central to Salisbury train as they climb the 1 in 75 towards Broadstone. They are coming round to run parallel with the Broadstone to Hamworthy Junction line, of which the boundary fence is visible on the extreme right. *John Sansom*

This view looks south from Broadstone on 28th March, 1965 and shows BR Standard class '5' 4-6-0 No. 73022 with a Southern Counties Touring Society special the 'Southern Wanderer' coming up the 1 in 75 from Poole and Creekmoor. To the right is the former Southampton and Dorchester route to Hamworthy Junction. Part of the former up line is in use as a coaching stock storage siding. *Colin Caddy*

1. 1872 New Poole Junction
2. 1876 Poole Junction
3. 1883 Poole Junction & Broadstone
4. 1887 Broadstone & New Poole Junction
5. 1888 Broadstone Junction
6. 1929 Broadstone

As four routes converged here this made Broadstone the largest in size of Poole's stations with four platform faces, Nos. 3 and 4 serving the original route to Hamworthy, Nos. 1 and 2 the later direct line into Poole, all were linked by a covered footbridge. Substantial brick buildings stood on the island platform (2 & 3), but a wooden construction sufficed for the entrance buildings on platform 1. Part of this structure survives reconstructed at Medstead & Four Marks station on the Mid-Hants Railway.

To continue our imaginery rail journey across Poole, there were from Broadstone three remaining choices of route, the one with least route miles in the borough was the S&D's 1885-built spur, this single line branched off left and northwards to climb away at 1 in 97. It then descended at 1 in 80 toward Corfe Mullen Halt (opened 1928, closed 1956), at 1½ miles distance from Broadstone and just a few hundred yards short of the halt the line passed over the town boundary.

If taking the right-hand tracks at the junction with the S&D the traveller would be traversing the 1847 original Southampton & Dorchester line heading east for Wimborne, this line skirted woodland before making a gentle descent to Oakley level crossing. Just past this point was the former Wimborne Junction, which from 1860 was the connection with the Dorset Central Railway but from 1863 with the newly-formed S&D. At this junction there was once an S&D locomotive shed, closed in 1923, the junction ceased to be in 1933 when the section to Carter's siding was closed and lifted, although two sidings remained controlled by a ground frame until 1953. This closure was the first loss of route mileage within Poole, as around a mile of the line lay within the borough, leaving the town at a point known as Lake gates. A short distance from the junction site the River Stour two miles from Broadstone marked the town boundary, across the river bridge and within sight, Wimborne station was but a few hundred yards away.

Although various derailments have occurred within the Poole area over the years, Broadstone was the scene of the only fatal railway accident in the town. On 23rd December, 1890 a class '273' 0-6-0 freight locomotive No. 290 (later re-numbered 351A), built 1873 in Manchester by Beyer, Peacock, overran a red signal on the line from Wimborne. The freight locomotive which was running 'light engine' stopped after the footplate crew heard a shouted warning, but alas it was now in the path of a train correctly signalled coming in off the S&D route. This train hauled by S&D Johnson 0-4-4 tank engine No. 54, built in 1884 by Vulcan Foundry, ran into the stationary engine, the force of the collision doing considerable damage to both locomotives and causing the coaches of the passenger train to telescope. Unfortunately one lady passenger died and three others were seriously injured. The crew of the freight engine were arrested and charged with manslaughter, the charge against fireman Albert Stone later being dropped. The driver, William Squires, duly appeared at Dorchester assize court in February 1891, but in a bizarre twist concerning evidence the judge directed the jury to return a 'not guilty' verdict.

Broadstone station viewed on the 22nd September, 1963 looking east. The 1847 Southampton and Dorchester route is seen on the left heading into the distance straight ahead toward Wimborne. The 1872 line to Poole is on the right, note the overall roof on the footbridge.
Colin Caddy

Broadstone station looking west down the line toward Creekmoor and Poole. By the time of this photograph, 21st May, 1966, the station had been closed to passengers for two months. The train running into the station headed by BR Standard class '3' 2-6-0 No. 77014 is an enthusiasts' special heading for Blandford on the remaining freight-only stub of the Somerset & Dorset line.
Author

Broadstone signal box on 2nd May, 1965. Note on the left by the balcony the Whittaker token apparatus for the Somerset and Dorset single line section to Corfe Mullen. *Colin Caddy*

Ex-Southern Railway 'Battle of Britain' class Pacific No. 34051 *Winston Churchill* heading a train off the line from Salisbury (via Wimborne) is seen just after entering the borough of Poole at Merley as she climbs toward Broadstone in 1963. *Colin Caddy*

The 'Devon Belle' Pullman stock forming a travel agents' special to Weymouth is hauled by Bullied 'West Country' class Pacific No. 34008 *Padstow* and is seen between Broadstone and Hamworthy Junction in the early 1950s. *John Sansom*

Lytchett level crossing at Upton was situated between Broadstone and Hamworthy on the outskirts of Poole. This scene *circa* 1900 depicts what was to become part of A35 road running between Southampton and Dorchester crossing the Southampton to Dorchester Railway.
B.L. Jackson Collection

However, returning to our journey of 1960, from Broadstone the final set of rails to journey over were those of the original 1847 route to Hamworthy Junction (singled between these points in 1932). Departing on this line, the 'new' direct line to Poole falls away on the left, while soon on the right the aforementioned 1962 clay pit siding site is passed. Shortly after this the line left the borough for around ¾ of a mile passing mainly across heathland, in quick succession two sidings, one each side of Lytchett level crossing, were passed. The line then re-entered the borough before running into Poole's sixth and final station at Hamworthy Junction, and a link up with the other end of the 1893 causeway route coming in on the left across Holes Bay. This station was completely rebuilt in 1892 when the Holes Bay causeway was built, it has two platforms linked by a subway, with main brick-built buildings on the up side. A signal box stands (still in use 1999) on the down platform, which was graced with waiting room, etc. under a short canopy. This was, and remains, an island platform, the outer face of which once served the branch to Lower Hamworthy. The main line goes off ahead and curves right, passing on the left in the 'vee' formed with the branch the site where (until 1954) the third locomotive sub-shed once stood.

The rails leave the town ½ a mile further on at Rockley bridge where the railway makes its third harbour crossing of Lytchett Bay. From the junction the line to Lower Hamworthy heads south, to be described in detail later, whilst adjacent to the station was another pottery siding.

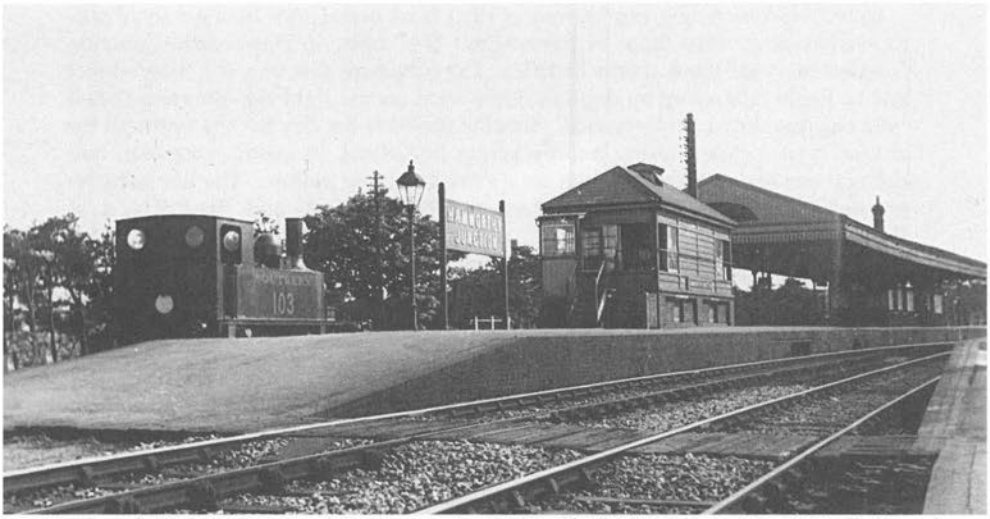
Passenger services in the summer at this time still saw Saturday holiday extras running both from London and the North of England, increasing the weekday total of 90 trains (45 down, 45 up) to 111 (57 down, 54 up). Add to this empty coaching stock movements and banking engines for Parkstone bank returning light for the next job, Poole could become pretty hectic on a Saturday.

After that, Sunday's total of 33 trains (15 down and 18 up) must have come as blessed relief to the signalmen in Poole's three boxes, especially those controlling the two level crossings who had the job of winding the gates open and shut. Trains passing through would take one of four routes:

Waterloo/Southampton to Swanage/Dorchester/Weymouth
Bournemouth to Templecombe/Bath/Bristol and the North via the S&D
Bournemouth/Poole to Brockenhurst (via Wimborne)
Bournemouth to Salisbury (via Wimborne).

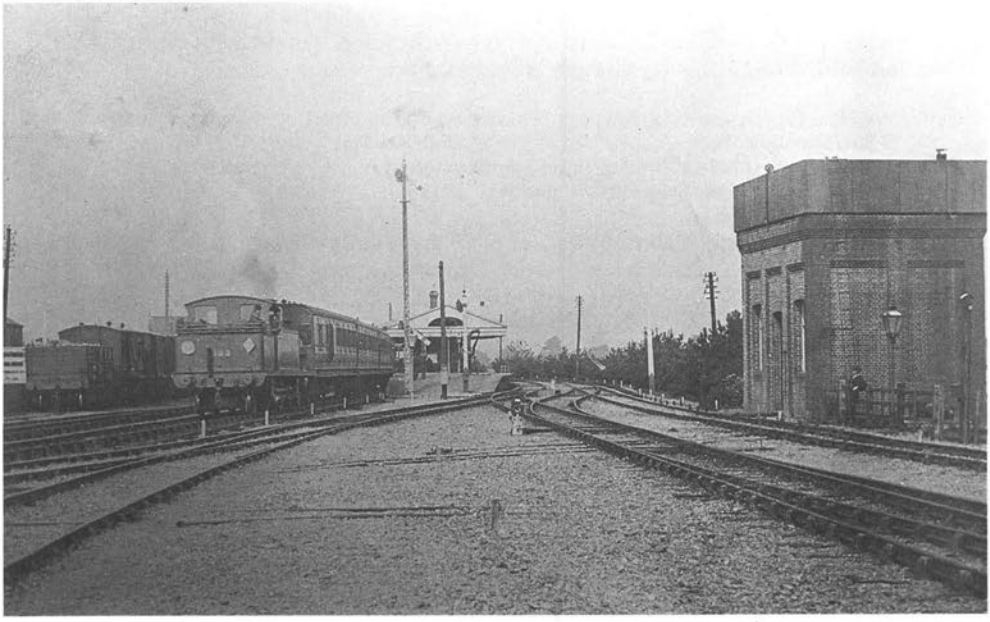
Most Weymouth-Waterloo trains *c.* 1960 were normally worked by Bullied Pacifics either 'Merchant Navy', 'West Country' or 'Battle of Britain' classes, or sometimes by a Nine Elms Standard class '5' '73XXX'. The Weymouth stopping trains saw 'U' class 2-6-0s, 'N15' 4-6-0s, 'H15' 4-6-0s, 'Lord Nelson' 4-6-0s, Standard class '4' '75XXX' 4-6-0s, Standard class '4' '76XXX' 2-6-0s, 'West Country' or 'Battle of Britain' Pacifics, 'Q' and on occasions 'Schools' class 4-4-0s and 'Q1' class 0-6-0s.

Salisbury services utilised the diminishing 4-4-0 'T9' class plus 'U', 'N' and Standard class '4' '76XXX' 2-6-0s. For a time in 1959 four displaced eastern section 'E1' class 4-4-0 Nos. 31019, 31067, 31497 and 31507 were allocated to Salisbury and worked down, but their use was short-lived. Brockenhurst 'Old road' trains used push-pull fitted 'M7' class 0-4-4Ts on the route until final



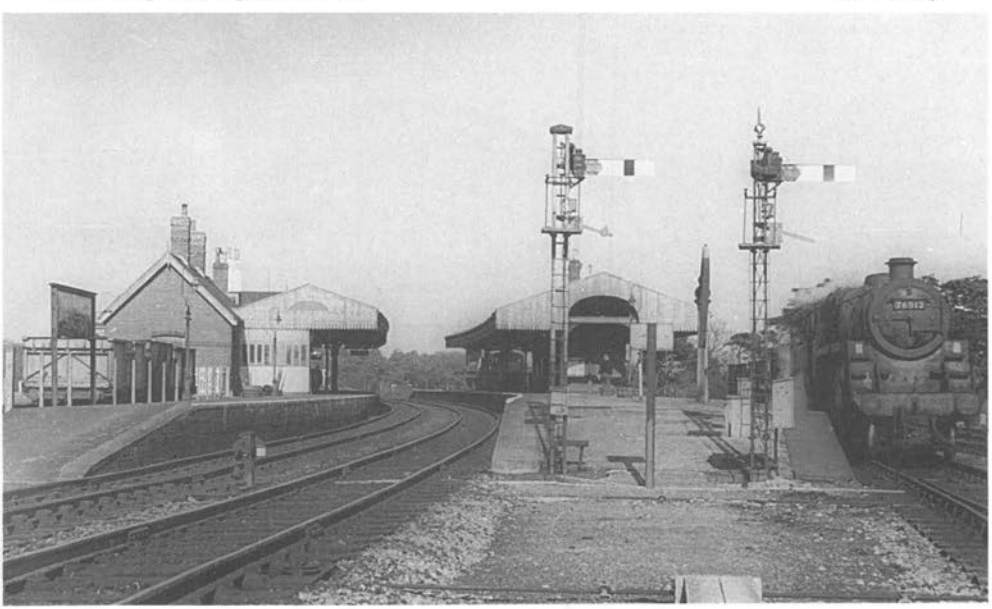
Hamworthy Junction station looking west *circa* 1935 with 'B4' class 0-4-0T No. 103 in the branch platform. From the angle of the sun it would appear to be around 6 pm suggesting No. 103 is about to leave for Poole and a trip down the quay tramway. *Lens of Sutton*

Hamworthy Junction looking east, viewed from the small engine shed yard. The line to Lower Hamworthy is on the right. The photograph can be dated between 1885 when the class '46' engine No. 133 was rebuilt from a 4-4-0T to a 4-4-2T and 1903 when it was renumbered 0133. As one of the locomotives nicknamed 'Hamworthy Buses' No. 133 departs toward Wareham, past the up goods yard (*left*). *B.L. Jackson Collection*



A 1950s view of the exterior of the 1893 Hamworthy Junction station with the station master's house on the left. *Alan Greatbatch Collection*

A second view east on 16th March, 1963 shows the station in closer detail. On the left is the cattle dock, with island platform centre. BR Standard class '4' 2-6-0 No. 76012 is standing at the Hamworthy branch platform face. *Colin Caddy*



Between 26th October and 2nd November, 1947 the track layout at the east end of Hamworthy Junction was extensively remodelled. The direct connection to the 'new' 1893 down line from the old Broadstone route was taken out and several other minor alterations made. This view of those works in progress was taken from the up starting signal. Down trains used the branch face of the island platform during this period (via the line next to the wagons).

Alan Greatbatch Collection

The east end of Hamworthy Junction 10 years later on 16th August, 1957 as class 'B4' 0-4-0T No. 30093 runs into the bay platform from Poole. Down trains from Broadstone now had to pass along the outer face of the island platform to regain the down main line at the western end of the station.

Wessex Collection

withdrawal of the type in 1964 saw Ivatt class '2' and Standard class '2' '82XXX' 2-6-2Ts work out the line's final days. Engines off the S&D were '2P' 4-4-0, Ivatt class '2' 2-6-2T, Standard class '4' '76XXX" 2-6-0, Standard class '4' '75XXX', Standard class '5' '73XXX', Stanier 'Black 5' 4-6-0s, '3F' and '4F' class 0-6-0s, '9F' class 2-10-0 and '7F' class 2-8-0, while other Southern freights produced mainly 'S15' class 4-6-0s, 'Q', 'Q1', '700' class 0-6-0s and the 'B4' 0-4-0T.

On occasions other locomotives appeared including Western Region (WR) engines, while three rundown Stanier class '3' 2-6-2T Nos. 40098, 40126 and 40171 worked in off the S&D in 1960.

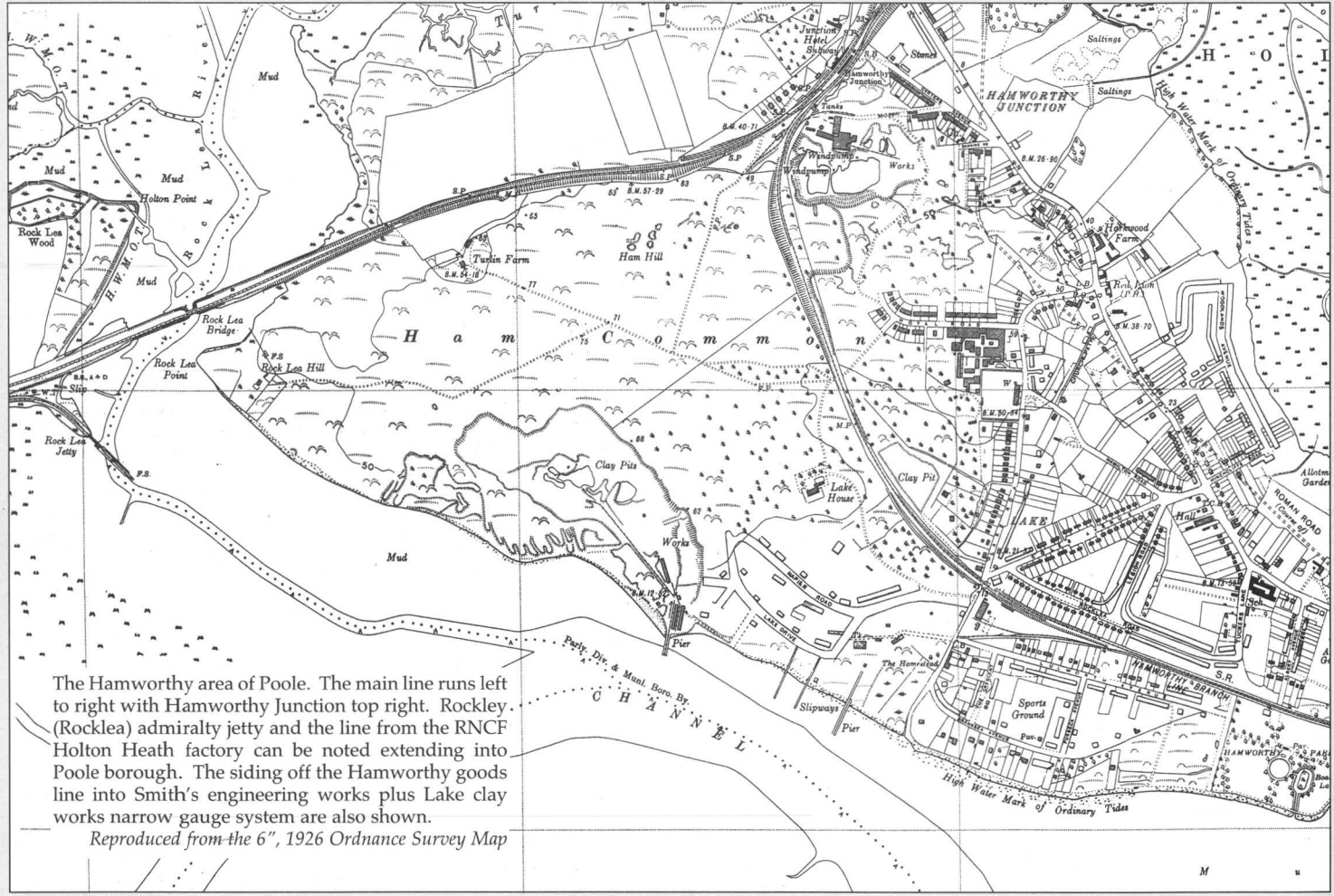
For a rural non-industrial area a reasonable amount of freight was generated in Dorset, some of it coming through the Port of Poole, but by 1960 traffic levels began to decline. 'As required' freights did not run, daily pick-ups at local yards began to find less wagons to deliver/collect as the sending of railborne goods began to fall off. Most through freight trains called at Poole yard, whilst local trip freights started or terminated in the yard. Working times were as shown in Appendix Three.

Finally Poole yard on summer Saturdays was also the base for a couple of engines turned out specifically by Bournemouth shed for banking a procession of lengthy trains up Parkstone Bank, some of these being the usual services specially strengthened for the holiday season.

This then was what was visible to a rail traveller passing over the main line. But over the 150 years since the railway arrived in Poole there has been much more railway mileage of various gauges hidden within the borough and surrounding area. A large amount of these lines served industries involved with exploiting the underlying clay or Poole Harbour and its shipping, in some instances as will be seen, both.

Of the Poole routes described above, only the section from the Bournemouth boundary to Hamworthy, plus four stations at Branksome, Parkstone, Poole and Hamworthy remain within the borough. These lines and stations are served by electric-multiple-units introduced in 1988 to replace a diesel-worked service which had operated since the end of steam in 1967. Electrification of the line between Branksome and Weymouth has seen the frequency of trains per hour from Poole to London and vice versa increase to three, giving a total of 40 up and 42 down Monday to Friday. With other services, 99 passenger services now serve the town on weekdays. The fastest journey time to London is 1 hour 57 min., 19 minutes faster than steam days, and it is now possible to be in London at 7.30 am, 55 minutes before the first steam-hauled train departed Poole for the capital at 8.25 am to give a 10.50 am arrival there.

Freight services passing through Poole have been decimated, liquid petroleum gas trains from Furzebrook, on the remains of the Swanage branch, run to Avonmouth plus some services to Hamworthy (*see Chapter Two*). All sidings and private connections have long since been closed and removed, although two sidings remain in Poole goods yard. The two yard reception sidings now see use as a run-round loop and train holding/servicing sidings. At Hamworthy Junction the branch to Lower Hamworthy still diverges, and here one railway item of note remains in Poole: the branch is protected by a fixed semaphore signal reputed to be the last remaining semaphore on the Waterloo to Weymouth route.



The Hamworthy area of Poole. The main line runs left to right with Hamworthy Junction top right. Rockley (Rocklea) admiralty jetty and the line from the RNCF Holton Heath factory can be noted extending into Poole borough. The siding off the Hamworthy goods line into Smith's engineering works plus Lake clay works narrow gauge system are also shown.

Reproduced from the 6", 1926 Ordnance Survey Map

Chapter Two

The Hamworthy Branch

For this short history of the railway lines to the harbour and the Port of Poole, and given the fact that the first line into Poole is still in use, we begin with a study of this line. Its continued existence is most probably known to the legion of railway enthusiasts who specialise in photographing freight trains. It is almost certainly known by some local persons outside the railway fraternity by virtue of it running alongside Hamworthy Park.

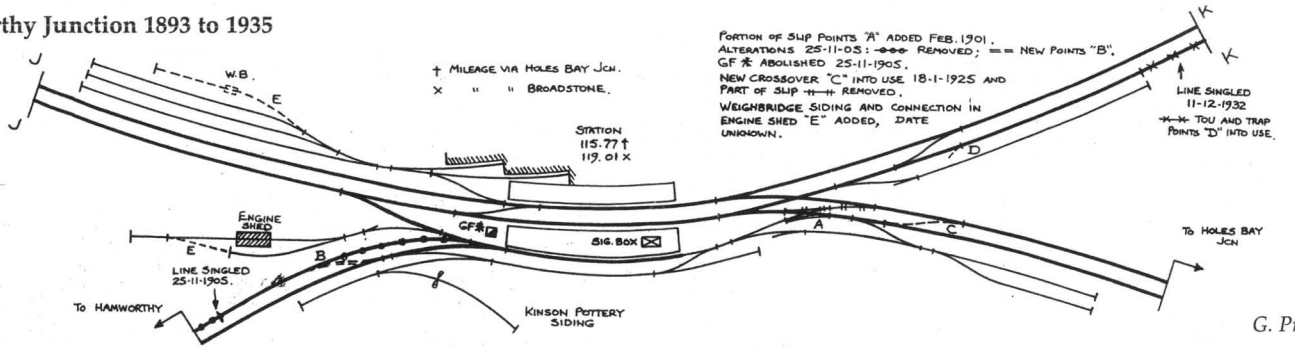
The Hamworthy Goods branch, to give it its present day title leaves the main London to Weymouth line at Hamworthy station to swing south and then pass between the Dawkins Road Industrial estate and the Royal Marine base. From here it descends at a gentle rate to cross Lake Road on (for road traffic) a low headroom bridge, the line continues parallel to Lulworth Avenue before crossing on the level Ashmore Avenue. The track then passes alongside Hamworthy Park at the rear of Hamworthy Middle school. Originally from near this point, the line ran along the shore line for the rest of its course. Later infilling of the harbour for the construction of Hamworthy Park, and then in the 1930s and 1970s for port extensions, has put it some distance from the water's edge and thus has released the railway company from the problem of erosion by the sea. At just under two miles from Hamworthy Junction the original Poole station is reached; access was via Station Road, now the entrance to James Bros Ltd, a steel supply and construction firm.

The Hamworthy Branch was the first section of standard gauge railway constructed in Dorset, after its passage through Parliament the Southampton and Dorchester Railway Act received Royal Assent on 21st July, 1845. The Act authorised a capital of £500,000 in £50 shares, being limited to £10 per share at intervals of not less than three months. The company was empowered to raise another £166,000 in mortgages and bonds once half the share capital had been subscribed, £380,000 being already paid up when the Act was obtained. Samuel Morton Peto, whose company, Messrs Grissell and Peto, had been awarded the construction contract, agreed to take shares worth £25,000, as part payment of the £420,000 he had quoted for building the line, Peto also advanced £800 from his private funds to enable work to start without delay. He had already taken the far-sighted step of shipping some materials into Poole whilst the Act was progressing through Parliament, it being the intention to build the Poole (Hamworthy) branch first then work out in each direction along the main line as land and resources became available.

By the end of August 1845 more than a mile of embankment had been raised across Hamworthy Common, but work further inland was deliberately delayed until after the gathering of the harvest to avoid the payment of excessive compensation. In April 1846 it was reported that the line was progressing well in the direction of Wareham despite some difficulties in obtaining solid foundations at Rockley, where the route crossed an inlet of Poole Harbour, and it was necessary to resort to pile driving, but to the east of Poole Junction little had been done.

Later that month the *Poole Herald* commented that the work was at a standstill due to bad weather. The Southampton and Dorchester Company wanted to build

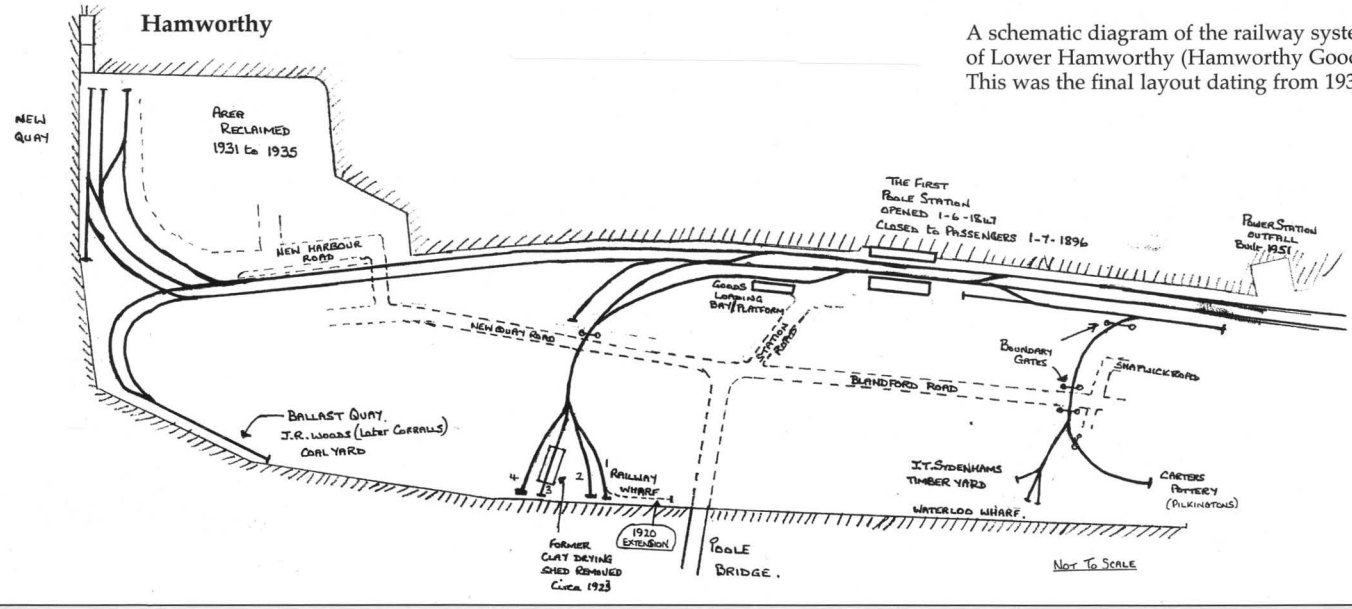
Hamworthy Junction 1893 to 1935



G. Pryer

Hamworthy

A schematic diagram of the railway system of Lower Hamworthy (Hamworthy Goods). This was the final layout dating from 1939.

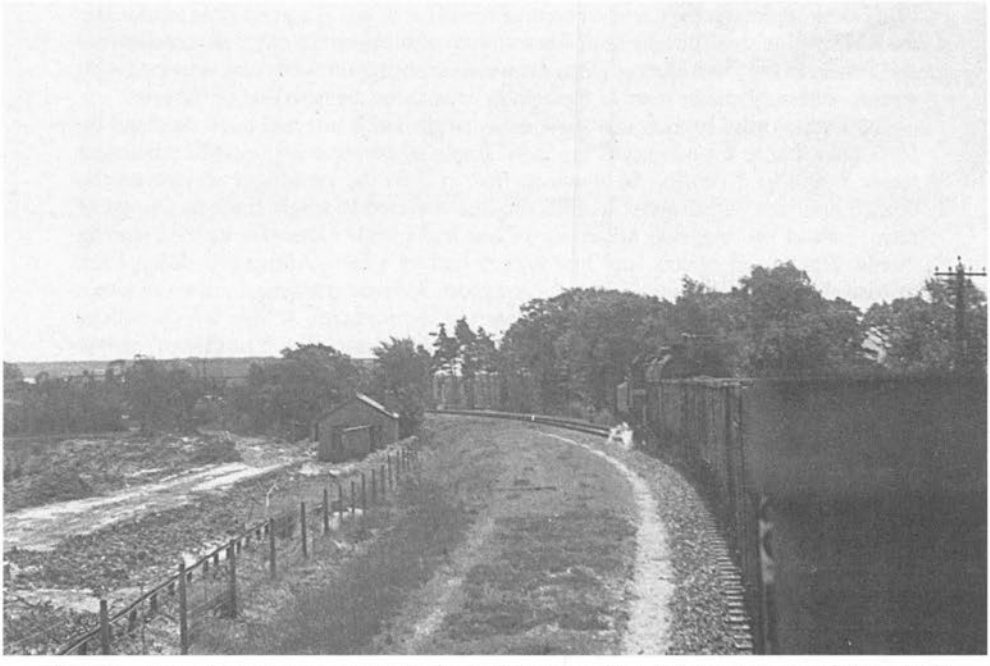


Wimborne station on the Canford bank of the River Stour, at a point later marked by the S&D engine shed, but the LSWR favoured a position on the other side of the river and nearer to the town centre. Once the weather improved work was resumed with vigour - although again most of the activity was at the western end of the line.

The Hamworthy branch was opened as single track but had been doubled by 1863, later due to the advent of the 'new' Poole station opening in 1872 passenger traffic began to dwindle. So much so that in 1896 the passenger service on the branch line was withdrawn. In 1905 the line reverted to single track as one set of rails (the old up line) was taken out of use and lifted. However in 1916 during World War I, part of this 'up' line was re-laid as a long Admiralty siding back towards Hamworthy Junction across Ashmore Avenue crossing, to diverge into a site that later became J.R. Smith's engineering works yard. It then left the works yard to cross Lake Road on the level, near what is now the 'Yachtsman' public house, here it entered (as it was then known) 'Auxiliary Shipyard Extension No. 62' then being built by the Government/Admiralty; the shipyard began production of some 1,000 ton concrete barges in 1917. Internally the shipyard sidings were almost certainly shunted from 1918 by a Kerr, Stuart 0-4-0ST (Works No. 3123) built and delivered in that year to the Admiralty.

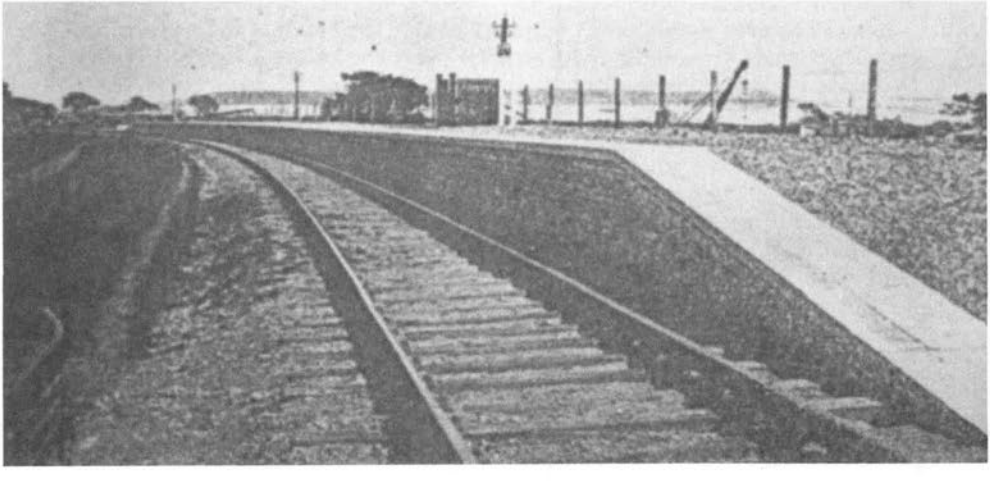
Workers for this yard used a special train service to and from a platform known as Lake Halt constructed at the same period on the embankment by the low bridge over Lake Road. At the end of hostilities the Halt was closed and later demolished. After World War I parts of this shipyard were sold as surplus to military requirements and became the Gardiner Shipbuilding Co. and Smith's Ironworks respectively. The relaid railway line from the old station into C.J. later J.R. Smith's remained Government-owned until 1949 when British Railways assumed control to the yard boundary. It then saw use for deliveries to Smith's well into the late 1960s. However the extension into the shipyard, being the responsibility of the Admiralty, was at an unknown date *circa* 1930 taken out of use and lifted, thus becoming one of the shortest-lived pieces of railway to give commercial access to Poole harbour waters. In World War II some of the yard again went over to war use as RAF Hamworthy flying boat base. Today part of the site off Lake Drive is retained by the Royal Marines, but most of it is beneath a prestigious housing development called Moriconium Quay.

It was however at the lower, terminus end of the line that the various rail connected wharves saw the most activity. The first of these handled one of Poole's heaviest imports, timber from the Baltic. Waterloo Wharf, or Sydenham's Wharf as it is more commonly known, was accessible from a siding adjacent to the railway station. Leaving railway premises through a gate in the boundary fence the line entered what was at the turn of the century a timber yard, later it became part of the premises of Carter's Pottery Ltd (off Shapwick Road and demolished 1994). Leaving this site the line made a level crossing of Blandford Road (the A350), rails across the road were removed *circa* 1975 to enter the timber yard of J.T. Sydenham Ltd; at the time of writing (July 1999) rails are still *in situ* between their sawmills and outbuildings. From here, a point leads one set of rails into another section of Carter's Pottery, now Pilkington's tile factory, whilst the track to the wharf proceeds straight ahead into the timber yard. Here the line split into two sidings, one of which then split again into two short stub sidings at an



This view from the brakevan of a branch freight approaching Lake taken on 14th July, 1960 shows part of Doultons Clay pit on the left. This site, served by a siding from 1929 until 1964 (out of shot), is now a housing estate. The train engine is BR Standard class '4' 2-6-0 No. 76015
H.C. Casserley

This 1919 picture is the only known photograph of the short-lived Lake Halt on the Hamworthy goods branch. Built in 1916 twenty years after regular passenger services on the line ceased, it was served by a special train service conveying workers for a nearby wartime Admiralty shipyard. Brownsea Island is visible in the background. *Transport & Travel Monthly*



A view looking up the line toward Hamworthy Junction shows on the left the long siding re-laid from Hamworthy Goods in 1916 on the site of the old up line. The foreground connection to the branch was added in 1940, the siding served a World War I Admiralty shipyard, the partially visible section of the building was latterly used by J.R. Smith's engineering works.

B.L. Jackson Collection

BR Standard class '4' 2-6-0 No. 76015 waits to depart from Hamworthy Goods station on 14th July, 1960. This photograph aptly shows the close proximity of Poole's first station to the Harbour waters. Note the former up platform constructed out on to the shore line.

H.C. Casserley

'B4' class 0-4-0T No. 30093 arrives from Hamworthy Junction with the 2.00 pm branch freight on 30th April, 1957. To the right of the locomotive are the buildings of Carter's Pottery (demolished 1994) access to this site and J.T. Sydenham's timber yard was from the adjacent siding.
Hugh Davies

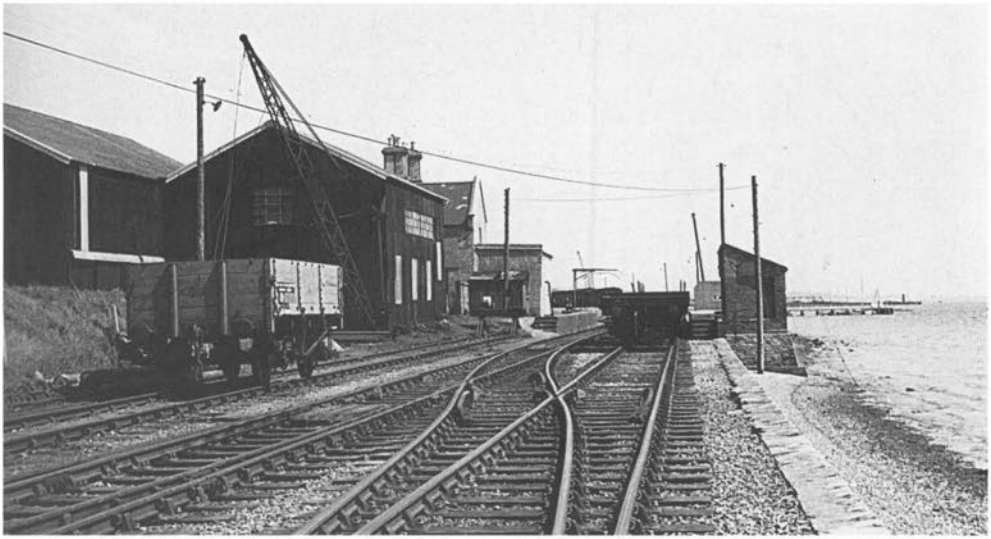
The station at Lower Hamworthy was Poole's first station from 1847 until 1872 and the opening of the present station. This *circa* 1900 view shows the original Southampton & Dorchester Railway station buildings. The former up platform is just visible on the left. *Lens of Sutton*

In this view taken around 1935, some 40 years after passenger services on the line ceased, the original buildings remain in good condition but the canopies and shelters have been removed. Just visible on the left behind the old up platform are the waters of Poole Harbour. A 'B4' class 0-4-0T is seen approaching from Hamworthy Junction. *Stations UK*

A quiet scene at Hamworthy Goods on 27th August, 1954. This view up the line reveals a newly completed office addition to the 1847 station building. Behind the two railwaymen, on the wall of the 'lean to' shelter is the water supply pipe used to service the branch shunting locomotive. Also evident on the old up platform is a World War II gun position 'Pill Box'. *R.C. Riley*

The Hamworthy branch, having been freight-only since 1896 is quite regularly visited by enthusiasts' specials conveying those wishing to ride over 'rare' track. This train, worked by class 'M7' 0-4-4T No. 30107, chartered by the Railway Enthusiast Club of Farnborough visited the line on 7th June, 1958. *Norman Simmons*

This view of the same REC train reveals push-pull set 738 at the old station, the tour participants in what was a far more enlightened age are allowed to wander freely to photograph the area. The tender of what appears to be a 'Q' class 0-6-0 on the Saturday branch freight is evident on the old up line. *R.M. Casserley*



This view looking toward Hamworthy Goods station reveals the crane of Messrs James Brothers Ltd, which they used to unload structural steel girders from bolster wagons in the adjacent siding. *B.L. Jackson Collection*

A *circa* 1960 view of Hamworthy Goods looking towards New Quay with a class '04' diesel in view. *S. Drew*

Above: This 1953 photograph depicts the access line from Hamworthy goods yard to Railway Wharf passing through J.R. Wood & Co.'s oil storage terminal. Construction of this facility in 1950 saw the end of steam locomotives passing on to the wharf. BR engines only returned when the class '03'/'04' diesel shunters were introduced to the area in 1960. *Author's Collection*

Right: Hamworthy, New Quay is the setting for this 1954 photograph which depicts cider apples being discharged from a ship's hold into a waiting railway wagon partially visible centre left. *Author's Collection*

angle of 90 degrees to the wharf ending just short of the water's edge. Later they were roofed over and an overhead gantry crane spanned the tracks and adjacent hard standing. This wharf is visible on the Holes Bay side of Poole Bridge and is still occasionally used by a large vessel for unloading timber. The rails of these sidings would appear to have last seen the passage of railway wagons around the early 1960s when a road tractor was providing the motive power beyond the railway boundary. A couple of steel-sided, 16 ton, 4-wheeled mineral wagons possibly with coal or coke for the pottery were noted by the author being propelled across Blandford Road at around this time.

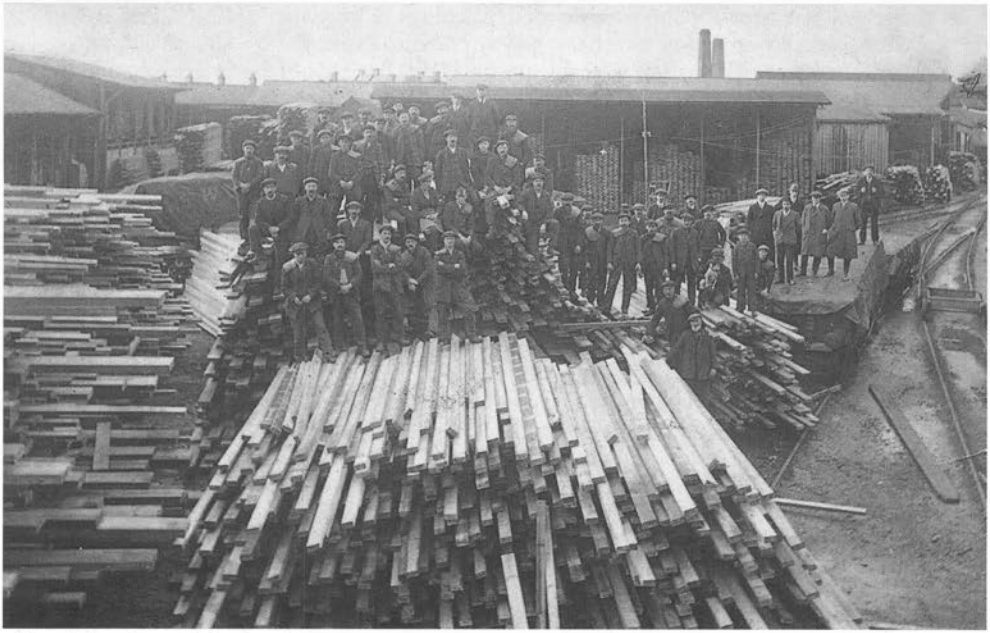
Next along the line were Railway Wharf sidings, later J.R. Wood Ltd oil wharf (still in use as such by Corralls and later Key Fuels as successors to Wood's). This was called Railway Wharf as it was owned by the LSWR. Again these sidings were at 90 degrees or end on to the quayside. Rail access was made via an extended siding in the station goods yard which passed through a gate in the railway boundary fence, it then crossed New Quay Road on the level out onto the wharf. Long since without rails, the station goods yard and gateway existed until the site was sold and turned into a car park for employees of a local boat builders in 1998. For reference, the yard's location was adjacent to the access road into the car ferry terminal. Once across the road the single access line fanned out into four separate sidings; prior to World War I the main use of some of this wharf area appears to have been for the transhipment of ball clay from the Purbeck area, this clay having arrived across the harbour by barges.

Some went into railway wagons for movement to London, etc. whilst the majority of clay in the early years went onto large sailing vessels. It was then taken to Runcorn near Liverpool, to be transhipped back to barges once again for onward movement via canals to the potteries in the Stoke-on-Trent area.

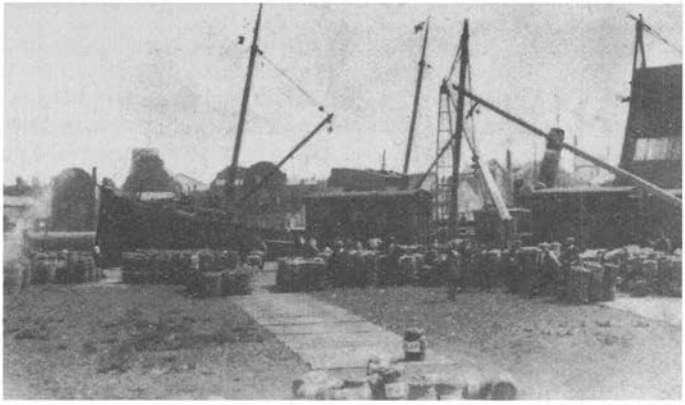
On the map on page 46 the wharf sidings are tabulated as Nos. 1 to 4. No. 3 siding was spanned by a tall shed in the shape of an upside down 'V' where some of the clay was dried. When sail gave way to steamships No. 4 siding was generally used to berth the wagons holding the fuel or bunker coal for the steamers.

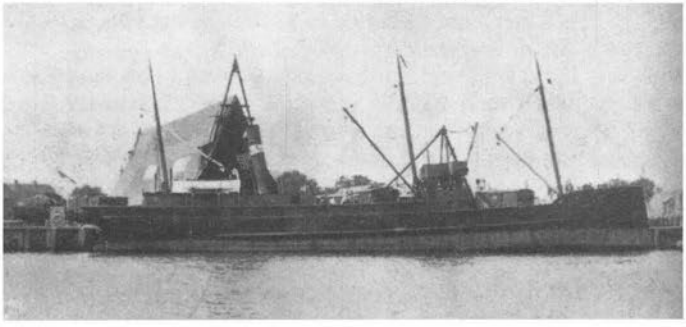
As mentioned the LSWR owned the wharf, it also owned Southampton Docks, and when during World War I that port became very congested it was to Poole that the railway company diverted the Jersey potato and tomato traffic for discharge at Railway Wharf. This traffic continued after the war until at least 1919. Two ships seem to have been in use chartered by the LSWR, each load per ship averaged around 200 tons, not in bulk as are today's cargoes, but in 'packages' usually barrels. It took between 40 and 50 dockers about six hours to unload this tonnage; the record for 1919 appears to have been on 14th June when 3,309 'packages' totalling 164 tons 5 cwt were unloaded in 3 hours 55 minutes.

The ships arrived at about 6 am, at first the cargo went directly into railway wagons located in sidings Nos. 1 and 2, (about ten, 4-wheeled, covered box vans in each). When these trucks were full the remainder of the cargo (which at times included apples, pears and grapes), went onto the quayside until a new set of empty trucks could be shunted into place. The shunting here was by the railway company's own steam locomotive. Loaded with empty barrels and baskets the ships left for return to Jersey about mid-afternoon, thus both out and home trips were partly made in darkness, assisting efforts to evade German submarines.



Above: Waterloo or Sydenham's wharf was served by three sidings. In this *circa* 1920 view all three are visible, the two right-hand tracks terminated close to the wharf edge. The yard rat-catching dog and at least 56 of Sydenham's timber yard staff are visible, some of whom are standing on loaded railway wagons.
Andrew Hawkes Collection





Above: A ship discharging some of the 1919 Channel Island potato and fruit crop is seen at Hamworthy, Railway Wharf. In view are two box vans and barrels of potatoes waiting to be loaded.
Left: A view of the same ship alongside Railway Wharf. Behind the vessel and soon to be demolished is the old clay drying shed.
(Both) Railway & Travel Monthly

Poole acted as a major naval port during World War I and many thousands of tons of coal for the Royal Navy ships came down the branch during the conflict. After World War I Railway Wharf continued handling general cargoes whilst still in the ownership of the railway, but the clay traffic previously mentioned now went to the Stoke potteries by train directly from sidings on the Swanage branch line. The large clay drying shed was removed *circa* 1920, and around 1925 siding No. 1 was extended to run along the wharf edge to end near Poole bridge. In 1927 a small 4-wheeled petrol-driven locomotive was bought new from Muir Hill by users of the wharf to shunt independently of the main line railway company (within the wharf area) and was given the name *Edith*.

Back on the 'main' line beyond the original goods yard one single line continued along the harbour shoreline before splitting into two sidings. Once again these sidings were end on to the quayside they served, but were connected to a length of track running along the length of the quay by a wagon turntable. The railway company's resident steam locomotive was used to place or remove the wagons into these sidings, in all probability one held the empties whilst the other received the loaded examples. Motive power on and off the wagon turntable, thence along the quayside track, was most likely muscle power from half a dozen or so dock workers, or if available a horse. As with Railway Wharf, 1920 saw minor changes to the track layout in this area; by that date a direct connection had been made to Ballast Quay, where a new siding was laid as the area was in use by a concern trading as the Hamworthy Wharf & Coal Co. Ltd. This concern in 1929 bought from local firm J. Smith Ltd an ex-Portland Dockyard 0-4-0ST shunting locomotive, built in 1896 as Works No. 1496 by Bagnall of Stafford, later she was named *Iris*.

Soon after this, around 1930, the 'Wharf &' part of the title was dropped due to the wharf and coal yard coming under the control of Stephenson, Clarke & Associated Companies Ltd. In 1935 this firm purchased another locomotive, a 1918-built Hunslet 0-4-0ST, Works No. 3360. They named her *Little Audrey*; she came from the RNCF Holton Heath factory. Both engines were employed shunting Ballast Quay and the coal yard of the now Hamworthy Coal Co. Ltd.

The company J. Smith Ltd traded as James Smith, Ironworks, Lake Road, Hamworthy and seem to have dealt in the buying and selling of industrial equipment, including steam locomotives, until at least 1937, when they are recorded as selling an engine to the British Sugar Corporation. This company ceased trading in 1994 as J.R. Smith (J.R.S. Southern) Ltd, a structural steel stock holders and engineering supplies company.

Major outgoings from these two wharves which arrived by rail in the early to mid-1920s were tiles plus large consignments of scrap iron coming from companies breaking up surplus World War I equipment, whilst large amounts of timber were shipped in for onward rail movement.

One other part in Poole's seaborne communications was way back in 1848, and later in 1865, when the line carried passengers for two abortive attempts at inaugurating cross-channel passenger ferry services. Prohibited from owning or running its own shipping services, the LSWR formed a separate concern solely for this purpose known as the New South Western Steam Navigation Co. Initially running a service from Southampton, this company soon opened offices at the lower end of Poole High Street. Pre-empting Truckline Ferries (latterly Brittany

The goods shed at Lower Hamworthy seen after years of disuse *circa* 1960. *S. Drew*

Hamworthy Goods yard viewed in 1953, the centre siding extended across New Harbour Road onto Railway Wharf. *S. Drew*

Ferries) by 122 years, on 2nd May, 1848 the company's paddle steamer *Dispatch* left Poole on her maiden voyage for the Channel Islands and France. This service then operated throughout the summer of 1848 using the vessel *South Western* and was advertised in the newspaper *The Poole and Dorset Herald* thus:

> London to the Channel Islands via Poole in the time of 11 hours. Our unrivalled steamships will leave Poole Harbour with goods and passengers for Jersey and Guernsey every Tuesday and Friday at three o' clock am after arrival of the mail train. Returning from Jersey every Wednesday and Saturday mornings at eight o'clock.

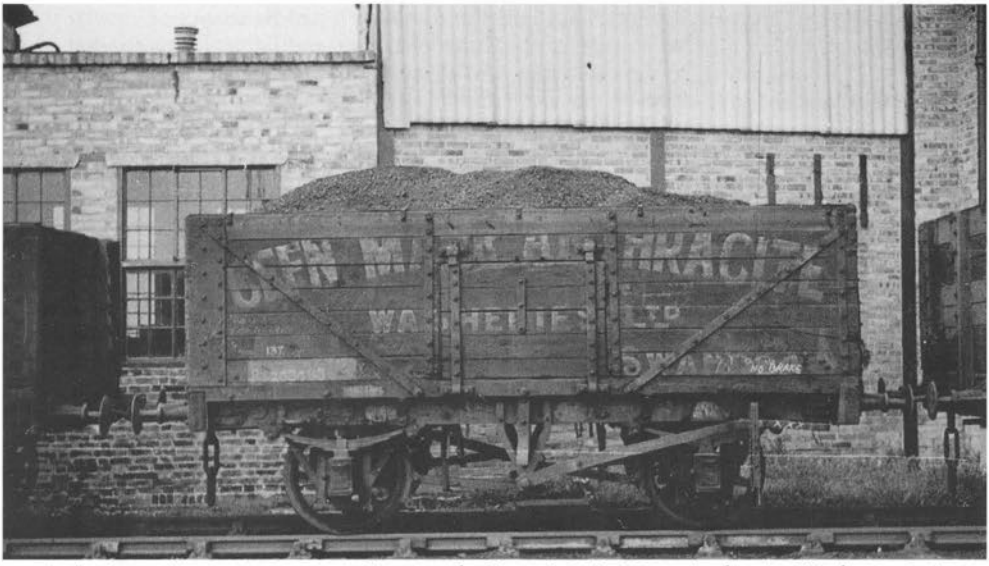
After arrival in Jersey with the Friday service the ship sailed on to St Malo or Granville in France. Fares ranged from 34 shillings first class London-Jersey to 14 shillings Poole-Jersey for a second class forward cabin. The LSWR had plans to expand the service and applied to build wharves, warehouses and landing places at Hamworthy, but the service was short-lived. This was due to objections from the Admiralty with regard to the effect new wharves would have on navigation, also some local ship owners objected, as did Poole council.

It should be stated that the Poole Council objection stemmed from 'sour grapes' with the LSWR over the siting and building of the station at Hamworthy. The council supposition was that the station should have been in the old town of Poole reached via a bridge across the Holes Bay outlet channel. Losing patience with the situation the LSWR decided to quit Poole for shipping services, the final sailing from Poole on 30th September, 1848 was an ignominious affair as the ship went aground. Passengers had to be taken off to continue their journey on another vessel as the '*South Western* awaited the next high tide to be re-floated'. The next attempt at a ferry service came 17 years later, by the late lamented Somerset & Dorset Railway* which connected with the LSWR at Wimborne (later in 1885 at Broadstone via a new line through Corfe Mullen) and had running powers into Lower Hamworthy / Poole.

In 1865 the S&D instigated a Poole to Cherbourg ferry service as the third leg of an ambitious Cardiff to Paris service. The plan entailed passengers leaving Cardiff on the ferry service operated by the S&D for a 1½ hour crossing of the Bristol Channel to Burnham-on-Sea. From there they would take an S&D train running via Glastonbury, Wincanton and Blandford to Poole, transferring here once again to a boat for a 6 hour crossing to Cherbourg. Finally another train on the Western Railway of France got the weary traveller into Paris somewhere near midnight! The service ran for only two summers using the paddle steamer *Albion* chartered from a Liverpool-based company. In the June of 1866 she left Poole at 12.30 pm on Mondays and Thursdays, the connecting train the 8.05 am from Burnham having arrived in Poole at 12.05 pm. Unfortunately the service was never profitable, so in August 1866, after three return trips from Cherbourg saw the ships complement of 'passengers' stand at 179 sheep and 85 pigs, the service was discontinued! Another 120 years were to pass before a successful passenger-carrying cross-channel ferry service began operating from Poole, and ironically from Hamworthy in sight of the old railway station.

The old LSWR along with the other railways in Southern England had been amalgamated in 1923 into the Southern Railway (SR). In 1931 changes were afoot as infilling of the harbour now began for the construction of a new quay complete with a new road called New Harbour Road to provide access. This work was

* In 1874 the Somerset & Dorset Railway was taken over jointly by the Midland Railway and the London & South Western Railway to become the Somerset & Dorset Joint Railway.



A former private owner wagon bearing the legend Cefn Mawr Anthracite Washeries Ltd, Swansea is seen near Ballast Wharf coal depot at Hamworthy. *S. Drew*

Looking up the line toward Hamworthy Goods station from an ex-GWR 40 ton Weltrol wagon on 23rd May, 1953. *S. Drew*

completed in 1935, 64 years later the wharf still operates under the title of 'New Quay'. A short time after this the railway company began a series of changes to the track layout to suit the new circumstances. Firstly the line from the old goods yard to the New Quay was doubled. Next these tracks were, from new point work and via some quite sharp curves angled round south onto the 'new quay', and north onto the old Ballast Quay and Hamworthy coal company's yard; these alterations were completed for use in June 1939 just before the start of World War II.

During the war years from 1939 to 1945 the branch, as in World War I, saw very heavy use bringing in fuel for the Navy boats and both the civil British Overseas Airways Corporation (BOAC) and RAF flying boats which used Poole Harbour. Shipbuilding materials for Bolsons' shipyard, who were building mine-sweepers for the Navy, plus other items vital to the war effort were also carried. All the British railways were pressed to the limit and beyond moving war materials as well as the usual everyday items such as food stuffs and coal, etc. Coastal shipping was suspended as the ships would have made good targets for German U-boats. Most materials were moved by rail and this included wagon loads of British grown timber for J.T. Sydenham in lieu of wood from the Baltic. Until replaced by a road tractor in the late 1940s, horses were used to pull the wagons to and from the main line. Now-retired employees of Sydenham's remembered this practice from the years of the World War II. When, *circa* 1985, some of these old hands were asked about the rail workings, the following tale came to light.

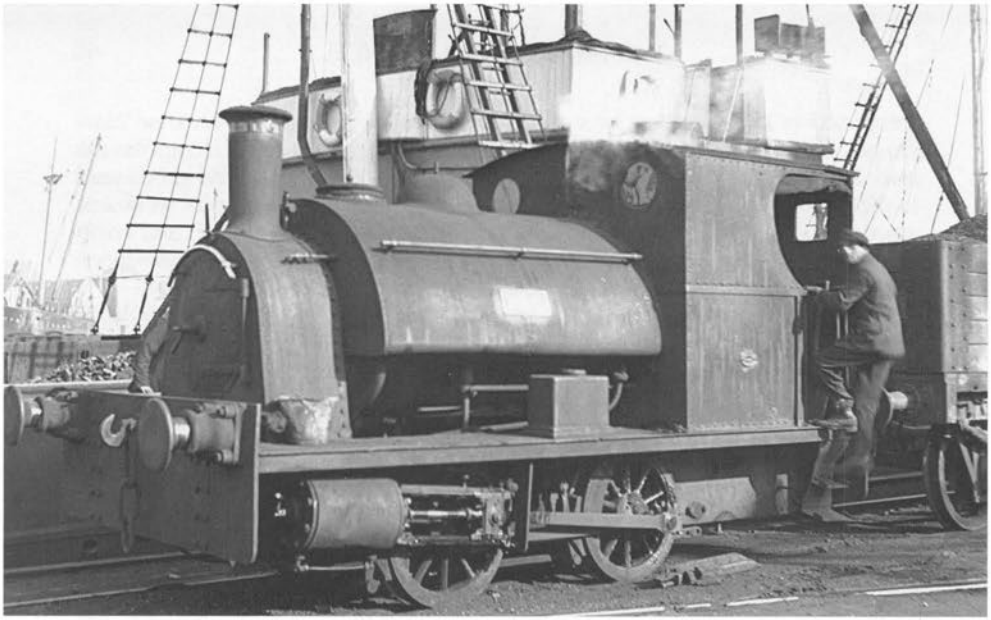
Apparently one of the horse handlers of those war days was a nasty ill-tempered fellow, being particularly brutal to the poor beast so employed. On one occasion needing to draw two trucks away from Sydenham's yard, the handler went between the wagons to couple one to the other. The old type of three-link chain wagon couplings were heavy and made a distinct clanging sound during coupling and uncoupling, which of course the horse knew well. On this occasion, on hearing the sound, the horse moved forward and the chap was partially crushed between the trucks. His injuries were sufficient to prevent his return to work; nobody, it was stated, was sorry to see him go, those old timber workers also maintain that the horse got his revenge by moving off purposely.

The New Quay area was guarded by the military, and as part of local defences in case of a German invasion a gun position 'Pill box' was built on what was once the up platform of the old station. When later in the war south coast areas including Poole became restricted zones, the railways again showed their worth by moving vast amounts of men and materials for the 1944 D-Day invasion.

After World War II the years of exhaustive war effort by Britain's railways had left the national system in a rundown condition; however, changes were on the horizon. With the Nationalisation of the railways on 1st January, 1948, British Railways was born.

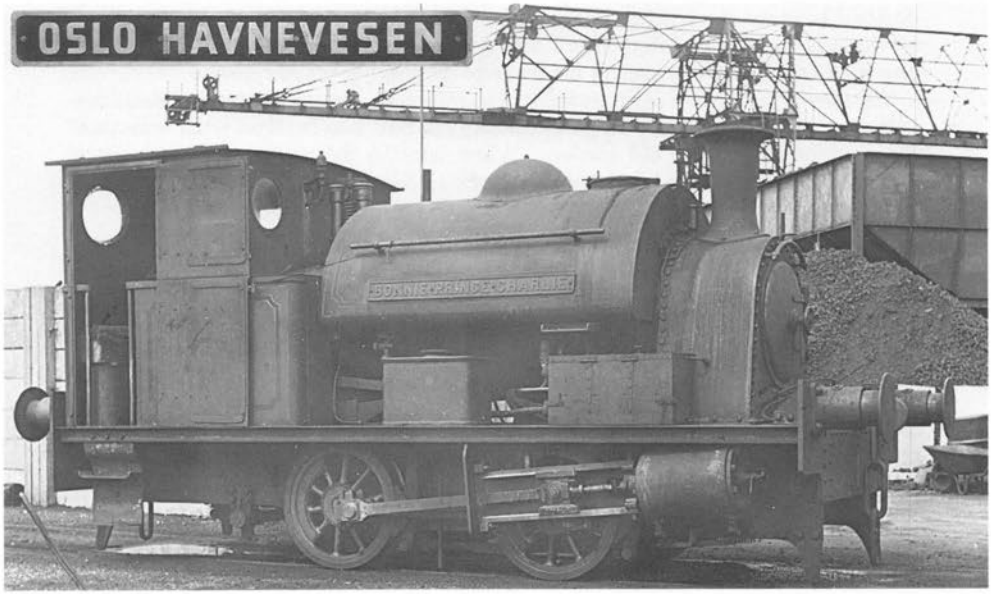
Part of this process saw the former Southern Railway relinquish its ports and docks interests such as Southampton and in Poole, Railway Wharf. Parallel to these events, the 1940s saw the Hamworthy Coal Co. Ltd come under the management of J.R. Wood Co. Ltd, whilst the wharfage interests of Stephenson, Clarke & Associated Companies came under the banner of Southern Wharves Ltd.

Southern Wharves had been involved with the management of Railway Wharf but now took control of its marketing, part of the area being developed by J.R.



Ballast Quay, Hamworthy on 16th February 1933. Bagnall 0-4-0ST, Works No 1496 built in 1896 and named *Iris*, was photographed shunting coal wagons for Stephenson, Clarke Ltd, later J.R. Wood/Corralls, the former Hamworthy Wharf and Coal Co . The engine originally worked until 1929 at Portland Naval Dockyard. *Mark Yarwood/Great Western Trust Collection*

In 1949 Southern Wharves Ltd as successors to Stephenson Clarke decided to replace the two locomotives working at Ballast Quay. Two Robert Stephenson & Hawthorn 0-4-0 saddle tanks were ordered, the first, Works No. 7544 *Bonnie Prince Charlie*, is seen in the coal yard on 16th August, 1957. *Inset*: False wooden nameplate carried by *Bonnie Prince Charlie* during filming *Heroes of Telemark*. *Wessex Collection and Author, courtesy of Joan Clark*



Wood as an oil terminal opening as such in 1950. The fact that highly flammable liquids were on site in Wood's oil storage terminal saw the demise of British Railways (BR) steam engines running onto Railway Wharf. From that time Wood's coal handling operations, in the main, were concentrated on Ballast Quay, the exception being pre-bagged coal and boiler fuel such as coalite, anthracite and ovals. This was supplied to the local coal merchants from an area of the old Railway Wharf adjacent to Poole lifting bridge and served by the extended siding No. 1, any wagons for the coal facility being moved by *Edith*.

The majority of general cargoes on the Hamworthy side of Poole's quays were now being loaded or unloaded at New Quay as the new mobile cranes and railway lines running parallel to the quay edge made the process easier. One consequence of this was that Southern Wharves ordered from the Darlington company of Robert Stephenson & Hawthorn Ltd two 0-4-0 saddle tank locomotives. These locomotives, Works Nos. 7544 and 7545, were built and delivered in 1949 and became No. 1 *Bonnie Prince Charlie* and No. 2 *Western Pride*, replacing the elderly pair of maidens *Iris* and *Little Audrey*, both of which were cut up on site in 1950 by Bakers Ltd, a Southampton based scrap merchant.

When put to work down on Ballast Quay and New Quay the new locomotives saw use turn and turn about, one in service, one on standby. Driven by Southern Wharves/J.R. Wood coal yard staff, they moved wagons to and from British Railways, on to the quays for loading and unloading under the coal grabs and cranes. No evidence has come to light that they ever ventured up to Railway Wharf via BR tracks through the old station goods yard, their sphere of operation being solely limited to the section of line below the level crossing of New Quay/New Harbour Road.

In 1964 *Bonnie Prince Charlie* had a 'bit part' in the film *Heroes of Telemark*, partly shot in Poole. In the film as actors Kirk Douglas and Richard Harris confer on the deck of a ship 'Charlie' is to be seen shunting on New Quay in the guise of a Norwegian engine under control of his regular driver Mr Kerley. During filming a wooden nameplate bearing the name 'Oslo Havnevesen' was stuck over 'Charlie's' own nameplate, even though the engine was too far into the background for the nameplate to be read.

Corralls Ltd took over J.R. Wood in 1960, later on the dissolution of Southern Wharves in October 1962 they also assumed responsibility for their two engines. This was no surprise as over the years Wood's staff had driven and maintained the engines. The engines remained in regular use until Corralls decided to replace them. On 6th September, 1965 *Bonnie Prince Charlie* was transferred to work on Dibles Wharf, Southampton, travelling there overnight under its own steam.

Driven by Mr Kerley, who was accompanied by a British Railways driver, 'Charlie' left Hamworthy cab leading at around 6.30 pm and travelled up the branch to Hamworthy Junction and on through Poole to conquer the 1 in 60 of Parkstone bank. Arrival at Bournemouth just on dusk was to a blast of whistles from the assembled main line engines, as she entered the BR engine shed to be turned to face chimney first for Southampton. After midnight 'Charlie' pottered off up the main line with a stop for water and a bearing check at Brockenhurst before continuing through the New Forest to its new home. 'Charlie' remained in service at Southampton long enough to be bought and preserved, and can be seen at the Didcot Railway Centre, Oxfordshire.

A fine broadside shot of No. 1 *Bonnie Prince Charlie* at the entrance to the coal yard and wharf in August 1954. The rails to New Quay are visible behind the engine.

Ivo Peters courtesy of Julian Peters

The second locomotive, No. 2, Works No. 7545 *Western Pride*, is viewed at the same location. Note the wire hawser on the front buffer beam used for the odd bit of fly shunting.

Ivo Peters courtesy of Julian Peters

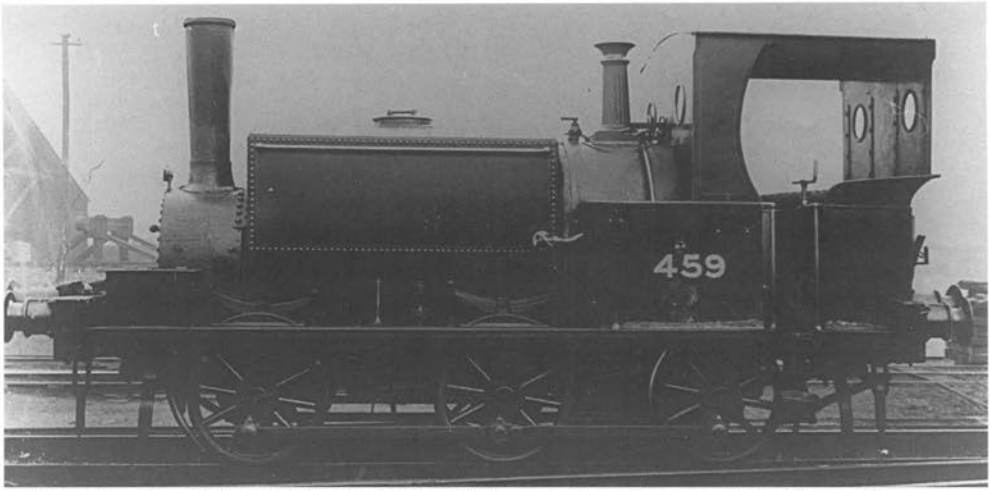
Western Pride was not so lucky as she remained on Ballast Quay until a replacement small four-wheeled Hibberd 'Planet' diesel No. 2054/38 was purchased from Poole Gasworks in March 1966. *Western Pride* was then cut up for scrap by a Southampton based firm. On closure of Poole Gasworks in 1973 a second 4-wheeled diesel, Ruston 242867/46, was purchased. These two locomotives then saw out the remaining years of the coal yard's existence. Coincidentally one of these diesels (the Hibberd 'Planet') is also now preserved, it went originally to the Swanage Railway becoming the first locomotive to arrive at their fledgling operation in July 1976.

For 12 to 15 years from the Nationalisation of the railways until the mid-1960s all sorts of traffic were handled on the branch, imports transferring to rail included such things as cider apples, grain, timber, etc. and for a short while after World War II the Jersey potato traffic once again came to Poole. But coal was the heaviest traffic, mostly being moved from J.R. Wood's Ballast Quay yard. The 1960 freight timetable shows that goods trains left at 12.20 pm and 3.45 pm and a third as required at 4.50 pm. Railborne goods onto the line for export still arrived but began to decline as lorries began to make their mark, General merchandise was still buoyant and handled in reasonable quantities in the station goods yard for local companies.

Steel arrived for James Bros steel erectors, and on occasions also went to J.R. Smith's Lake Road works, this steel came from the northern or Welsh steel works. The Cement Marketing Co., later Associated Portland Cement Marketing (APCM), had a depot on New Quay and they received bagged cement by rail. These bags were unloaded directly to their premises from covered railway vans as they stood on the curve from New Harbour Road round onto New Quay. This practice continued until APCM moved its operations to a new depot at Hamworthy Junction, the former depot is now in use within the Port of Poole as 'Shed L' for imported steel storage.

Goods trains arrived at 7.49, 11.40 am and 2.09 pm and a fourth as required at 6.15 am. This high level of activity was due to the fact that the railway was still by law the 'Common Carrier'. For those unfamiliar with this term, the railway was obliged by an Act of Parliament going back to the early days of railways, to carry at a designated rate of charge (in relation to size), any feasible package or load, large or small as requested by any person or concern. This ruling saw such things as a circus or even complete farms being moved, i.e. livestock, farm machinery, even unused hay and the farmer's belongings going on a special train. At the other end of the scale you could arrive at your local station with a parcel no larger than a box of matches and send it by train. However a certain Dr Richard Beeching was about to change all this! He was appointed in 1961 by the Government of the day as Chairman of British Railways to re-structure the railways and reduce the £100 million loss the railway had incurred. The fact that one of the Government ministers involved with this appointment, one Ernest Marples, had major connections with the roads' lobby and the construction of the M1 motorway has over the years prompted massive controversy! Beeching's infamous report *The Re-shaping of British Railways* published in 1963 was to have far-reaching consequences for the carriage of goods on the railway. It also left a legacy of lost railway mileage: the full folly of this action has only now been realised.

July 1967 saw the end of trains hauled by steam locomotives on the line as steam was withdrawn on the Southern Region of British Railways, from that date diesels would haul the one or two booked trains per day.



Manning, Wardle-built LSWR 0-6-0T No. 459, formerly *Sambo*, is seen at Nine Elms *c.* 1895.
Norman Collection, courtesy of the South Western Circle

Above: 'B4' class 0-4-0T No. 103 shunts at Hamworthy Junction on 10th August, 1934. Visible behind the engine is Kinson Pottery which had its own siding. Note the driver's head gear! *R.W. Kidner*

Right: Bonnie Prince Charlie is seen at Hamworthy Junction aboard a well wagon being returned from Wilson's of Southampton after an overhaul.
Terry Williams courtesy of Alan Greatbatch

Chapter Three

Motive Power on the Hamworthy Branch

Although the official opening date of the Southampton to Dorchester line and the branch to Poole (Lower Hamworthy) is quoted as 1st June, 1847, the very informative book *A History of Poole* by C.N. Cullingford gives a date of 21st May, 1847 for the first train. This, however, was the Board of Trade inspector's train which travelled the full length of the line prior to operating permission being granted. The fact that on its return to Southampton the train was derailed seems not to have caused any major problems or delay to the opening.

The earliest reference discovered is that a locomotive named *Reindeer* hauled the first train. As photography was in its early days not many early pictures of trains or locomotives exist from that period, with hardly any taken in the Poole area. The next reference found is to an 1852-built engine No. 34, a 2-2-2 well tank named *Crescent*, which was working the line in the early 1850s.

By the 1870s engine 2-4-0 No. 116 *Stromboli* was at work on the line, it was built in 1869 at the Nine Elms, London works of the LSWR to the design of locomotive superintendent Joseph Beattie. A day's work for the driver and fireman spanned nearly 16 hours, beginning at around 6.30 am. At 6.50 am the engine took empty coaches down to Poole, i.e. Lower Hamworthy, where it carried out shunting duties in between working six passenger, one mixed and two goods trains over the branch, all return trips (18 trips total), the day ending at about 9.30 pm.

All this was done six days a week, 52 weeks per year on locomotives with no cab, just a weatherboard for protection against wind, rain or cold, and that only when going forward. Holidays were one day at Easter and part of Christmas day. The branch engine was kept in an engine shed situated in the fork of the main line and branch line at Hamworthy Junction station. There was no Sunday service so the driver got the day off, but the fireman was expected to be at the shed to supervise the labourer employed to wash out the locomotive boiler and ensure the engine was cleaned and made ready for working on the following Monday. The working man's lot was certainly arduous in the 1800s. From 1893 until 1897 a Manning, Wardle 0-6-0T No. 459, formerly named *Sambo*, was engaged in shunting at lower end of the Hamworthy branch.

By 1893 all of the main LSWR system to be constructed locally was in place and through trains were running from London to Weymouth via Southampton, Bournemouth and Poole. Therefore it was decided to withdraw the branch passenger service as and from 1st July, 1896 any main line locomotive going down the branch after this tended to be 0-6-0 goods engines, although other locomotives types would have put in appearances. This would have included some 'Metropolitan' 4-4-0 tank engines and their replacement Adams class '46s', converted in 1886 from 4-4-0T to 4-4-2T. From 1907 some of this type saw out their days working from Bournemouth Shed, usually one or two were outbased at Hamworthy where they were used on local services. This included passenger trains on the main line causing them to win the nickname of

An unidentified ex-Southern Railway wartime-built Bullied designed 'Q1' class 0-6-0 heads for Hamworthy Goods and is about to pass Hamworthy Junction locomotive depot which dated from the opening of the Southampton & Dorchester Railway. It later became a sub-shed of Bournemouth finally closing on 3rd May, 1954. *OPC*

BR Standard class '4' 2-6-0 No. 76015 shunts at Hamworthy Goods on 14th July, 1960.
H.C. Casserley

'Hamworthy Buses'. By 1899 the Hamworthy goods shunt was in the hands of another Manning, Wardle 0-6-0T No. 392, the former *Lady Portsmouth*. However, 1899 was the year that Poole Quay tramway was cleared for steam locomotive operation, from then until 1960 that line and the Lower Hamworthy Goods yard shunt turn shared motive power in the form of 0-4-0 tank engines.

It was decided to base these shunting engines at Hamworthy Junction engine shed which was now a sub-shed of the then new Bournemouth depot. To that end the shed trackwork was altered for ease of use for its increased allocation, which now included two 0-4-0Ts and two other tank engines. The other tank engines, at first the aforementioned 4-4-0Ts, followed by 4-4-2Ts, and 0-4-4Ts worked local trip freights and shunted at Hamworthy Junction. The 0-4-0 tank engines, and in later years the 'B4' class in particular, became synonymous with the Poole Quay line and as such they are described in detail in a later chapter.

Locomotives assigned to the shed reached a peak of six in 1937 during Southern Railway days, but after World War II class one 'B4' 0-4-0T and one class 'M7' 0-4-4T saw out the time until the shed closed on 3rd May, 1954. For the final years of steam the branch shunting engine travelled over from Bournemouth each day.

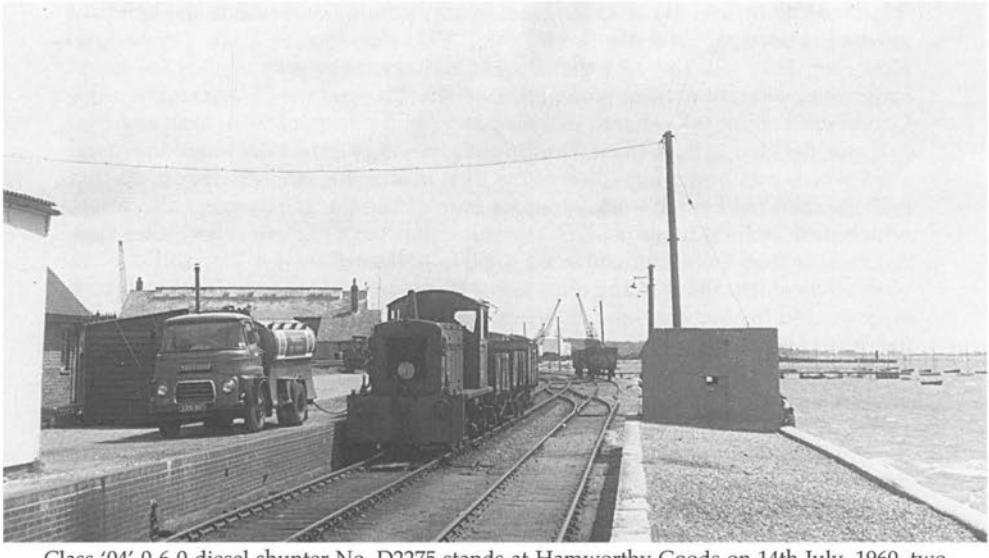
The branch in British Railways' days throughout the 1950s remained steam-worked, types regularly noted being ex-LSWR class '700' 0-6-0 dating from 1897, and ex-SR class 'Q' 0-6-0 of 1938. The stark wartime austerity SR class 'Q1' 0-6-0 of 1942 put in appearances, whilst the most common British Railways Standard locomotive to be seen was the class '4' 2-6-0 introduced in 1953.

From 1960 diesels began to appear, this was the beginning of the end for steam on the branch, and by 1965, on paper at least, the remaining freight trains were booked for diesel shunter haulage. However until steam was withdrawn on the Southern Region of BR in July 1967, steam engines still appeared on some of the daily freight workings including standard 2-6-4 tanks. Latterly as steam traction was phased out and passenger train engines were demoted to freight work, once or twice in 1965 the branch saw the impressive 'West Country' and 'Battle of Britain' class 4-6-2s work down the line.

Diesel locomotives first appeared locally in 1959 when class '04' 0-6-0 204 hp shunting engines Nos. D2274 and D2275 came to the area, the type later worked alongside the similar class '03'. As their numbers increased so did their sphere of operation, ranging from Bournemouth station pilot duties to goods yard shunter at Poole. After closure of the Poole Quay tramway they took over the remaining daytime duties of the 'B4' class working between Poole, Hamworthy Junction and Hamworthy Goods. Their use here eventually saw BR locomotives work once again from Hamworthy goods yard across New Quay Road onto Railway Wharf, as posing no fire hazard they were allowed into the J.R. Wood oil terminal.

The class '03' and '04' diesels worked until replaced by 275 hp class '07' 0-6-0 dock engines transferred from Southampton Docks in 1975. These class '07' engines, of which four Nos. 07 002, 07 010, 07 012, 07 013 appeared, were short-lived locally, being withdrawn by 1977; from then until 1992 the standard BR 350 hp diesel shunting engines of classes '08' and '09' performed all shunting.

By 1965 the branch was served by two trip freights from Poole goods yard both booked for diesel shunting locomotive haulage. On Monday mornings the



Class '04' 0-6-0 diesel shunter No. D2275 stands at Hamworthy Goods on 14th July, 1960, two months after taking over the branch duties from the 'B4' class steam locomotives. Note that the engine is being re-fuelled from a road tanker, this was due to the lack of facilities at Bournemouth steam locomotive depot. Only when steam had finished and the new depot at Branksome had opened in 1967 were proper fuelling facilities available. *H.C. Casserley*

Class '07' 0-6-0 diesel shunters came to the Hamworthy Goods line in 1975 when displaced from Southampton docks. In this 1976 photograph No. 07 010 is heading toward Hamworthy Junction with a trip freight for Poole goods yard. It has just passed the site of Lake Halt and is seen crossing Lake Road bridge. *Jeff Anderson*

engine left Bournemouth MPD at 6.15 am to run light engine to Poole, the booked workings Monday to Friday were then as follows:

> Poole dep. 6.50 am, Hamworthy Junction from 7.02 until 7.35 (to detach wagons), Hamworthy Goods arrive 7.50. After shunting here until 9.00 the engine ran light engine to Hamworthy Junction for shunting from 9.10 to 10.15. A return to Hamworthy Goods at 10.25 saw an 11.15 departure with freight to Poole (arr. 11.50). If required the locomotive worked light engine to shunt Branksome goods yard. A booked return into Poole at 2.20 pm was in time for the 2.30 pm Poole to Hamworthy Goods trip working (arrive 2.59). The final trip freight departed Hamworthy Goods at 4.40 pm for a Poole yard arrival at 5.13 pm where the engine stabled overnight.

The locomotive returned to Bournemouth depot on Friday evening or Saturday lunch time dependent on whether the 6.50 am ex-Poole and 11.15 am ex-Hamworthy Saturdays-only services were required. Some parts of the diagram could on occasions of high loadings or diesel failure be covered by a steam locomotive.

Total dieselisation began in July 1967, and in the 30 years plus since steam's demise, the line has seen mixed fortunes as traffic levels have fluctuated wildly. The Beeching report was acted on and vast mileages of BR were closed. The Hamworthy branch escaped this fate but the station goods yard saw drastic reduction of use with the rescinding of the 'Common Carrier' act and resultant rise in freight charges.

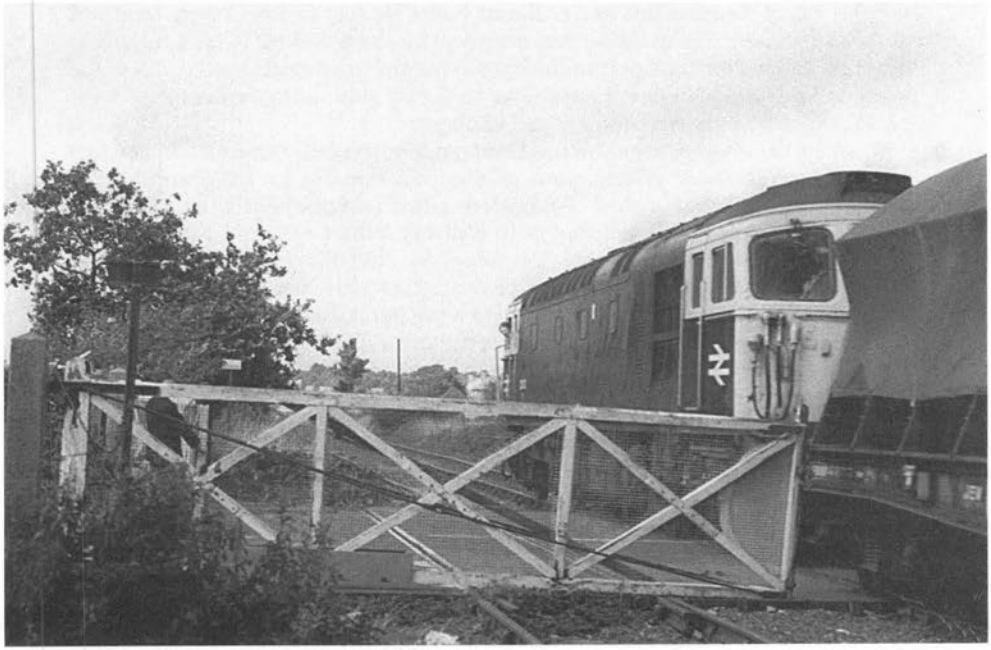
Coal was still shipped in at Corralls (J.R. Wood) Ballast Quay for transfer to railway wagons until *circa* 1976/1977, when the Ballast Quay coal operation ceased. One curiosity concerning coal from Ballast Quay which lasted until the early 1970s is perhaps a contender for the shortest run on BR of wagon load freight. Local Hamworthy area coal merchants Hooper Brothers were (and still are) based close to Hamworthy Junction; coal for them was off loaded from ship into rail wagons for transport in the branch freight to Junction station. Here the wagons for Hooper's were tripped over to the up side sidings where they were off loaded after only two miles of rail haulage.

In an earlier chapter mention has been made of Wood's/Corralls' boiler fuel operation on Railway Wharf, some of this coal came in by rail and after the demise of the wharf-based 4-wheeled petrol engine *Edith* in 1966, BR locomotives once again ventured onto Railway Wharf. Wagon loads for this coal facility where moved onto the wharf by the BR class '03'/'04', where internal movement was by a rubber-tyred road tractor which either towed them with a wire hawser or propelled them via a sleeper lashed to its front end. This machine was given an unofficial nickname of 'Muriel'; on occasions 'Muriel' also operated across New Quay Road onto BR property at the goods yard in lieu of a BR locomotive. After the end of shipborne coal to Ballast Quay the local domestic coal handling and distribution facility was transferred to this area of Railway Wharf. This saw the major coal flow reversed as it now came down the branch in steel-sided 16 ton mineral wagons to supply this facility, until 1985 when the coal yard was finally closed.

The reclamation of more of the harbour for the roll-on, roll-off ferry terminal promised much but delivered little. In early 1977 a two month trial service for

Class '07' diesel No. 07 010 is crossing Ashmore Avenue adjacent to Hamworthy Park in 1976. The road came into being after the loss of the passenger service on the line and as such the gates were always hand-operated by the train crew. *Jeff Anderson*

Ashmore Avenue crossing, looking up the line toward Hamworthy Junction. On the 2nd October, 1983 the travelling shunter attempted to hold back the gates in the teeth of a gale. Having called on the train headed by class '33' No. 33 112, the wind gained control blowing one gate back to become jammed between locomotive and first wagon! *Terry Saunders*



container traffic was carried out (10th January to 7th March). With the trials over, a planning application for a permanent loading site was made and had been granted by May 1978. Next a 'Section B' Government grant was applied for, to cover some of the estimated cost of £400,000 of installing the container loading facility. A hard standing was laid and a loading gantry for containers off the ships spanning both tracks leading down to New Quay was erected by the Freightliner sector of BR. From late 1978, once a day from Monday to Friday a service, generally hauled by a 1,550 hp class '33' locomotive, began running as an extension to the Freightliner railway operation to and from Southampton, Millbrook. Booked arrival time at Hamworthy Goods was 3.00 pm with departure at 5.25 pm. The service, using a short rake of Freightliner flat wagons, began well with the train loading to full capacity at the outset. But load levels declined and the train was soon running with perhaps just one container, sometimes it even ran empty. Not unnaturally BR Freightliner withdrew the service, and it had ceased running by May 1980.

At around the same time large quantities of cars for import and export on the ship MV *Clearway* passed through the port, Rover cars and vans going out and French cars coming in. Most were transported on long trains of 25 double-decked car transporter wagons, each wagon conveying 8 to 10 cars (200 to 250 vehicles per train). Being heavy trains they were hauled by a more powerful 2,580 hp class '47' locomotive. On arrival the train was split in half, each half was then shunted up to the New Quay Road level crossing and mobile ramps positioned end on to the wagons. The cars were then driven off the train, down New Harbour Road and onto the ship, or vice versa. This traffic was lost when the ship diverted to a competing port.

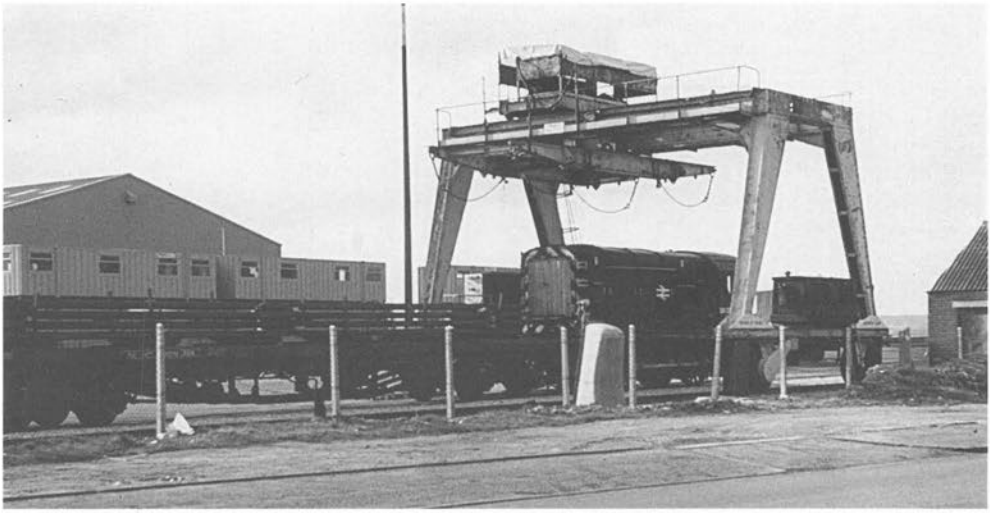
Also tried for a short period in 1982 by a company called Novatrans was the transporting of an Intermodal type of container known as COMBI (Caisse Mobile) using the old Freightliner gantry. This service saw limited use and could not have been classed as a success, these trains regularly bringing the unique 1500 hp class '73' electro-diesel locomotives onto the line working on their auxiliary 600 hp diesel engines. Local traffic to the goods yard declined until only the odd single wagon load for a local company or a steel consignment into James Bros, steel stockholders, remained, the final load of steel for them (one wagon) appears to have been unloaded on 29th December, 1979.

When the class '08'/'09' came to the branch in 1977 the working pattern changed as these locomotives were confined to shunting at Lower Hamworthy with the occasional *sortie* from 1985 up to the new Hamworthy Junction cement terminal. The branch was now served by just one direct freight service from Eastleigh, the locomotive/s of this service on arrival at Lower Hamworthy worked various trips to either Branksome depot, Wool or Hamworthy Junction as required. The booked return was at 1.18 pm to Eastleigh.

The shunting yard remained open for general freight and merchandise until March 1981 when facilities where withdrawn and transferred to Poole goods yard, although it still handled coal for Corralls' Railway Wharf facility. After cessation of coal traffic and the freight from Eastleigh in July 1985 the connection to Railway Wharf was severed on 31st August and a buffer stop was installed. Its function along with the rest of the former goods yard changed to

After the demise of the class '07' shunters three BR class '09' 350 hp shunting locomotives Nos. 09 024/025/026 were allocated to Bournemouth. The picture on page 53 depicts James Brothers Ltd fixed crane, when this fell into disrepair the company used a mobile crane on the loading dock to unload consignments of steel. On 29th December, 1979 the final load of structural steel consigned to them by rail is unloaded by James Bros' staff, No. 09024 is in attendance. *Author*

Hamworthy Junction signalman Alan Greatbatch prepares to hand the single line token to the second man of class '33' locomotive No. 33 010 on 16th September, 1981. Class '33s' were a regular sight on the Hamworthy Goods line from the end of steam until 1989, after that date they made spasmodic appearances until 1997. *Terry Saunders*



The short-lived Freightliner service from Hamworthy used this loading gantry erected in 1978, by 1980 the service had ceased. In 1983 class '09' No 09 026 is seen passing underneath with steel billets loaded at New Quay *Author*

The 5.25 pm Hamworthy to Millbrook Freightliner service is caught on camera passing through Bournemouth station in the late 1970s headed by class '33' No 33 117. Due to the short time this service ran few photographs taken locally are thought to exist. *Dr J. Boudreau*

Class '47' locomotives also worked the Hamworthy branch and this unidentified example has just arrived with a load of coal for Corralls household coal facility on the old Railway Wharf. In the foreground of this early 1980s photograph work is in hand on the second phase of Poole Harbour Commissioners' new ferry terminal. The large boulders mark the spot where the old up platform once stood. *Terry Saunders*

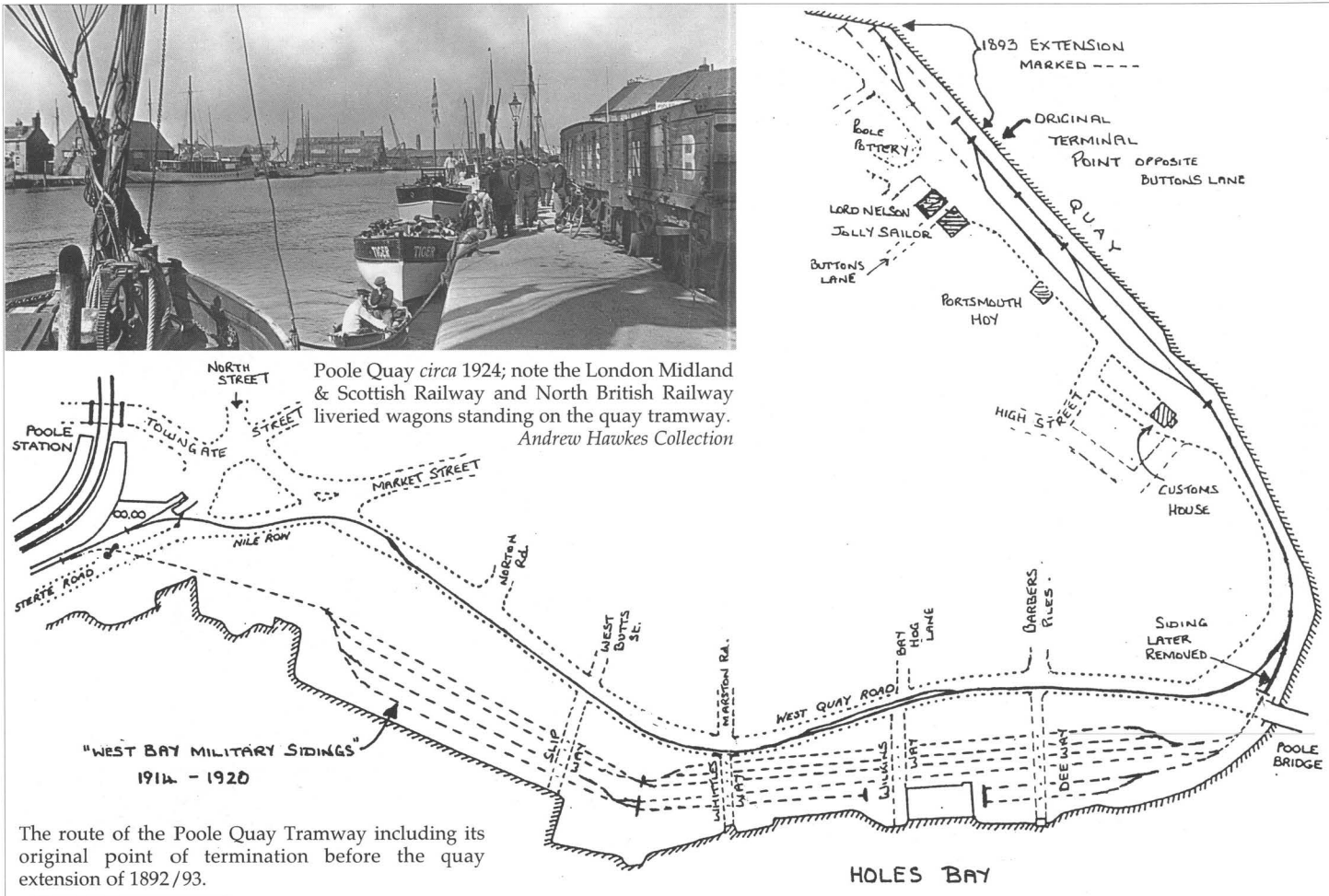
In 1993 class '56' locomotives had a brief spell working steel trains from Hamworthy to Cardiff. The first such occasion on 5th February, 1993 saw, appropriately enough, No 56 060 *Cardiff Rod Mill* work the service as the steel was bound for that works. *Author*

wagon holding sidings for the only remaining cargo transfer from 'ship to rail' to be carried out within the Port of Poole, imported steel from Belgium and Holland.

Until closure of the goods yard, this steel went out on the daily branch freight, which was class '33' hauled to Poole yard where it combined with the Wool and Furzebrook freight, usually leaving double-headed by two class '33s' at around 3.00 pm. From March 1981 after closure of the goods yard the 'steel' became a 'dedicated load' train running as required in the branch freight timetable path, motive power was now either a class '47' or two class '33s' (from March 1981 to July 1985 coal traffic tended to run on days steel loads did not). From July 1985, except on rare occasions when a class '33' appeared, the steel train became a regular daily (Monday-Friday) class '47' turn. A further change came on 13th May, 1989 when class '37' No. 37 230 arrived to work a Saturday extra; the last regular '47' working was with No. 47 283 on 15th May, 1989. On the next day No. 37 197 worked the train, these distinctive machines remaining in control until February 1993. Type '5' diesels then appeared in the shape of class '56s', this type had a short six month stint working the, by now, twice weekly as required service, beginning with No. 56 060 on 5th February and ending with No. 56 076 on 24th September, 1993. The next working on 8th October, 1993 saw class '60' No. 60 096 *Ben Macdui* appear, since then the class '60s' have worked the steel train consistently.

Class '56' locomotives working the steel trains were replaced by class' 60s'. Here the first on the Hamworthy line No 60 096 *Ben Macdui* is seen shunting empty BDA bolsters over ferry terminal level crossing on 8th October, 1993. *Author*

Poole Quay *circa* 1924; note the London Midland & Scottish Railway and North British Railway liveried wagons standing on the quay tramway. *Andrew Hawkes Collection*



The route of the Poole Quay Tramway including its original point of termination before the quay extension of 1892/93.

Chapter Four

Poole Quay Tramway

This line began its life as an everyday part of the working scene in Poole, and after the initial opening the passage of a train probably caused no one to give it much more than a cursory glance. But by the 1950s, as one of the dwindling examples of street railways left in the country, it ended its days as a curiosity and a magnet for the growing band of railway photographers.

The proposed Poole & Bournemouth Railway, which was to bring the railway actually into the town of Poole as opposed to Hamworthy, had a clause included in the original Act of Parliament for a connecting line to Town Quay. The line from Broadstone was opened by the LSWR in December 1872. Eighteen months later in June 1874, after some prevarication with Poole Council who were pushing for the tramway to be built, the line to Town Quay had been laid and opened for traffic, giving connection to the growing national railway network and all the benefits this brought.

Classed as a street tramway, certain clauses governed the construction and working of the line. It was to be 'constructed upon the level of the streets and quays, so as not to obstruct the general traffic thereof'. From 1874 until the mid-1890s it was a single track throughout with two passing loops, only one of which was on the quay opposite the 'Jolly Sailor' public house where the line originally terminated. The doubling and additional section on the quay to make the full route length of 1 mile 14 chains (1 chain = 22 yds) came after the 1892/1893 quay extension eastward to what is now Fisherman's Dock, the map opposite shows its course, extent and final layout in the later years.

Leaving Poole station from the down bay platform the track left railway property via a gateway to cross Sterte Road, it then entered Nile Row to run down the middle of the street between houses and a timber yard. (All signs of this street are lost under the Poole end of the Holes Bay relief road.) From Nile Row the line entered West Quay Road and to ease the curvature around into this road the line crossed the street to the east (town) side, then recrossed to the west (Holes Bay) side of the street. It then remained on this west side as it progressed the full length of West Quay Road. One 'siding' in the form of a passing loop was provided on this section of line (between Dee Way and Whittles Way) for the use of the timber yards in this area.

At the lower end of West Quay Road on the approach to Poole lifting bridge the line again crossed the street as it turned its course to the east to run onto Poole Town Quay. A second passing loop was once located here, but around 1915 this layout was altered and part of the loop converted into a siding terminating adjacent to the (now) bridge engineer's house. The current public toilets, marine police office and lifeboat crew room now stand on the site.

On the quay proper the line remained restricted to a single track, lack of available road width precluded a second line until the Customs House was reached, at this point the greater width of quay and roadway allowed two tracks to run along the remainder of the quay. Three sets of crossover points

A postcard view of Poole Quay *circa* 1910 showing the tramway at the start of the double track section. *Lens of Sutton*

Poole station in the 1950s; to the right of view in the down bay a wagon stands at the entrance to Poole Quay Tramway. This then proceeded along Nile Row marked by the advertising hoarding on the building wall. *Lens of Sutton*

between the two lines were also provided, the operating handles for these points being contained in narrow recesses in the ground. To throw the points over, the handle, which was pivoted at the bottom end, was grasped and lifted to an angle of about 45 degrees until resistance was felt, a further, usually two-handed hard pull brought the lever upright and moved the points over, the handle was then released and dropped back into the recess below road level. In the early days all manner of goods and merchandise were carried on the line, if it had to go any great distance it went by train. Notable loads carried were pit props from Norway going to the local clay mines on the Isle of Purbeck and via the S&D to the Somerset coalfield in the Radstock area, some on occasions going even farther afield to the South Wales coal mines. A certain amount of rough sawn Baltic timber transhipped directly onto trucks on the quay, or from ship via a timber yard to rail wagons standing in the passing loop in West Quay Road, also went out on the tramway. At certain times, until the opening of the coal terminal at Hamworthy, household coal was brought in by ship for onward movement to goods yards and local coal merchants at wayside stations in Dorset and Hampshire.

Grain was another major import through Poole, some going to the local flour mills but other sacks and barrels were loaded into covered wagons for onward movement by rail; in early days, partly as protection against rats, most food items such as butter, biscuits, fresh or salted fish, etc. were transported in barrels. Whether barrels or boxes were used to transport the catches of the Poole fishing fleet to London during World War I is not known, but they almost invariably began their 113 mile journey on the quay line. As sailing ships gave way to steam powered vessels an increasing amount of coal as fuel for ships was brought down the streets to the quay. This increase in coal traffic peaked in World War I when the Royal Navy used Poole as a major base. Other loads of coal at this time went to the extremity of the tramway to serve the town's gas works, which was situated on Poole quay on the site now occupied by the Quay Hotel.

Under normal circumstances coal for the gas works came in by ship and was off loaded by overhead gantry cranes, however, wartime conditions saw coastal shipping suspended. Hence the coal came in via rail and the tramway, but the wagons were still off loaded by the gantry cranes. Later in 1923 when a new larger gas works was erected at a new location the old site became a coal stockpile point, coal transfer to the new works was in 'buckets' via an aerial ropeway. Traffic down the line was varied, but was mostly single wagon loads for the quay-based ships' chandlers and other local concerns such as Carter's Pottery (later Poole Pottery) and carried under the common carrier policy. But the majority of movements down the line were empty wagons to collect loads, although at certain times the grain flow was reversed and this commodity went out by ship from Poole. On the opening of the Royal Naval Cordite Factory at Holton Heath in 1916, until 1938 a major import through Poole for transport on the tramway *en route* to the factory was iron pyrites (fool's gold). The iron pyrites which came from San Telmo, Spain and Bjorkassen, Norway were used to produce sulphuric acid, about 20 tons of pyrites per day being required, equating to around 6,600 tons per year.

Class 'B4' 0-4-0T No. 30093 runs out from Nile Row and begins to traverse West Quay Road *en route* to the quay on the evening of 9th August, 1954. The photograph holds memories for the author as he spent 21 years working for Aish & Co. in the factory building seen in the background. *Ivo Peters courtesy of Julian Peters*

'B4' class 0-4-0T No. 30087 is seen at the same location on 6th August, 1954 in the process of crossing West Quay Road from the east to west side and appears to be proving the old adage 'rules are made to be broken'. One rule of the tramway was 'The wagons must not be pushed, but drawn by the engine'; note the trail from 30087's cylinder cocks!

Ivo Peters courtesy of Julian Peters

A view of West Quay Road towards Poole station viewed from Poole lifting bridge approach. The tramway, clearly visible, had been closed for 3 months by the date of this photograph in July 1960. *H.C. Casserley*

The former *St Malo*, 'B4' class No. 30093, is leaving Poole Quay in August 1954 heading onto the section of track seen in the photograph above. The car on the extreme right is coming off Poole lifting bridge. *Ivo Peters courtesy of Julian Peters*

This August 1954 view of class 'B4' 0-4-0T No. 30093 departing from the quay has been published before, but it illustrates very well the flagmen that were required to walk ahead of the train to warn traffic of the train's approach. *Ivo Peters courtesy of Julian Peters*

'B4' class No 30093 is seen again on 18th April, 1953 halfway between Poole bridge and the Customs House on the single line section of the tramway. Across the water is Hamworthy No. 30093 would have spent some of her day behind the buildings in view shunting the goods yard less than a ¼ of a mile away as the crow flies. But to reach Poole Quay old '93 would have travelled 5 miles. *S. Drew*

Unmistakably Poole, the Customs House is seen from the point where the single line becomes double for the remainder of its length along the quay; 'B4' class No. 30093 goes about her evening's work on 25th August, 1954. *R.C. Riley*

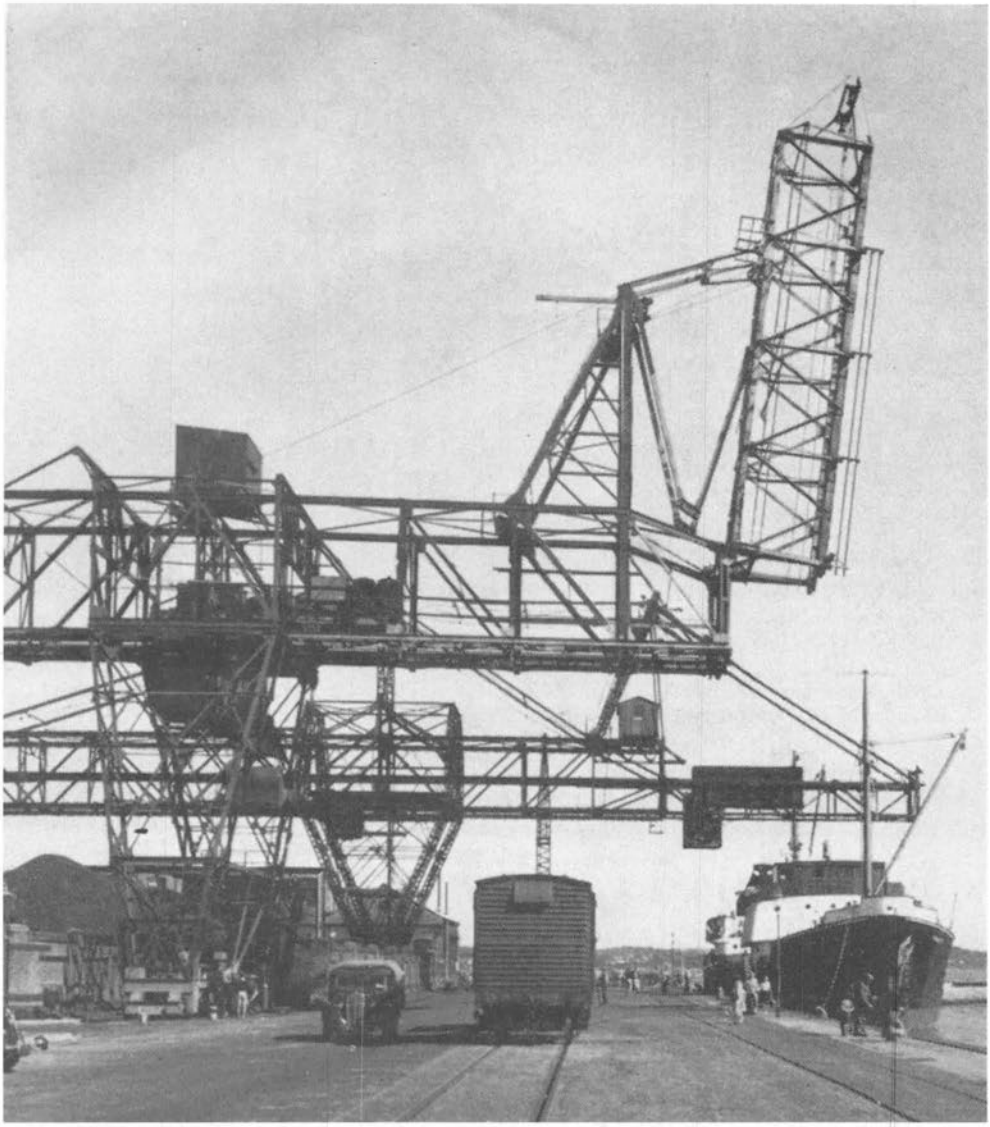
On the same evening No. 30093 provides entertainment for visitors to the quay. During the 1950s the level of tourists on the quay began to rise causing problems for the train crew looking out for unwary pedestrians. *R.C. Riley*

Class 'B4' 0-4-0T No. 30093 is seen opposite the lower end of Poole High Street on 25th August, 1954. On this spot a 'scrap iron structure', termed a sculpture now stands, the author, undoubtedly biased, would prefer to see the 'B4' at the position again. *R.C. Riley*

Further along Poole Quay in August 1954 near the old Fish Shambles 'B4' No. 30093 is seen beside the paddle steamer *Embassy*. *Ivo Peters courtesy of Julian Peters*

This scene on Poole Quay depicts a rake of wagons being shunted between tracks near the extremity of the line on 18th April, 1953. *S. Drew*

On the same date 'B4' class 0-4-0T No. 30093 is viewed alongside Poole Pottery whilst engaged in shunting coal wagons into position under the gas works coal unloading gantry. *S. Drew*



Above: Both gas works coal unloading gantries are viewed in this 1953 scene, the nearest is in the parked position with the extension arm raised. The other is gainfully employed unloading a ship, the transporter grab is positioned out on the lowered extension arm, over the vessel.
Author's Collection

Right: Viewed looking west toward Poole station on 18th April, 1953 this view shows one of the gantries in use unloading railway wagons. The electric motors powering the bucket hoist and short traverse equipment were located in the enclosed section with the operator's cabin slung beneath it.
S. Drew

After World War I a gradual decline in use of the line began with lorries taking some of the traffic, but it was still earning its keep and an asset to the port and again proved its worth during World War II. During this conflict the line saw heavy use, indeed in 1944 when the Americans arrived in Poole in the form of the US Army Transportation Corps, they used both road and rail from their supply base on Salisbury Plain.

In the build up to D-Day traffic levels reached an all time high, with vast amounts of petrol coming down the line. These highly flammable fuel trains demanded extra precautions such as accompanying outriders. The rule requiring all trains to be hauled along the line was rescinded for this cargo, as the locomotive propelled the tank wagons.

Also coming down the tramway in wartime for transfer onto BOAC flying boats were Red Cross parcels for British POWs. These parcels were flown initially to neutral Portugal, where from the capital Lisbon they eventually reached the POW camps. After the frantic activity of the war years it was back to normal on the railway and in the port. After Nationalisation of the railways in 1948 British Railways assumed responsibility for the line, trains now ran twice daily and not as required as they had previously. These trains went down the line at 6.30 am and again 12 hours later at 6.30 pm; a round trip including shunting took between one to two hours.

Unfortunately rail traffic was still in decline because many ships were using New Quay at Hamworthy rather than Poole Town Quay, whilst those that still did discharged cargoes destined for local distribution, i.e. timber for Norton's Ltd or grain for Yeatman's and Christopher Hill's quayside grain stores. Coke was sometimes unloaded for movement to local rail-connected potteries but other cargoes discharged on the quay were either unsuitable for rail or went out on lorries, thus trains became shorter in length. The odd covered wagon was loaded or off-loaded by quay-based companies including Poole Pottery, but lorries soon began to make inroads into this traffic. A customer for much coal traffic during the Summer season had been the various paddle steamers that plied between Bournemouth-Swanage and the Isle of Wight. At various times some of the vessels had taken coal on the Hamworthy side, but usually it was from Poole Quay where, on return to Poole in the evening, these boats were re-fuelled ready for the next day. This dirty, dusty job was undertaken by gang of men who shovelled the coal from the railway wagons into wicker baskets, these were then carried onto the ships to be tipped into their coal bunkers. Coal for these 'paddlers' came down the line in open wagons.

Following World War II a majority of the remaining steamers were converted to burn oil fuel, filling their bunkers either from an oil barge moored off Hamworthy or from road tankers on Poole Quay. The last coal burning paddle steamer was PS *Monarch* (1924), taking her last coal from railway wagons in September 1959. With the decline in rail traffic the decision was taken to close the line and therefore on 30th April, 1960 the last train traversed the tramway, officially it closed on 2nd May, 1960.

Over the next few months the lines were removed or covered over and by 1962 all traces were gone. No longer would cyclists fall off their machines as their wheels got stuck in the tracks or skidded on wet rails, no longer would young lads 'chase the train down the quay'.

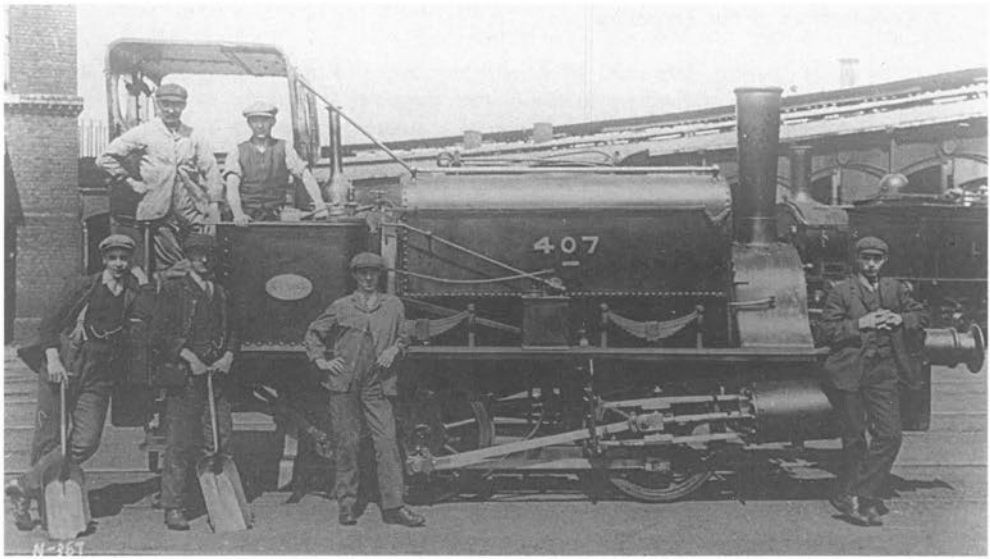
Locomotives on the Tramway

From its opening date until 1899 the main source of motive power seems to have been horses hitched up to one or two wagons. It must be assumed that increased loadings prompted the trial of a steam locomotive in June 1899. Mention has been made of the LSWR's involvement with docks, and to that end in 1881 they had purchased second-hand, two 0-4-0 saddle tanks built in 1876 by Manning, Wardle & Co. and set them to work in the Plymouth area including Sutton Harbour. Ten years later these engines were replaced, one locomotive was scrapped in 1892, but *Pioneer*, Works No. 594, later to be numbered 407 by the LSWR, survived working at Guildford and London before she was sent to Poole for the 1899 trial which proved successful.

From 9th August, 1899 steam was authorised to work the line, No. 407 (*Pioneer*) being joined by two 0-4-0ST engines, Works Nos. 836 and 837, built in 1878 by Vulcan Foundry, of Newton-le-Willows; they were identical. No. 111 *Vulcan* arrived in April 1900 followed in May by No. 408 *Bretwalda* (Saxon for Britain's Ruler). *Bretwalda* remained in the area until 1903 when she was transferred to Winchester. A fourth locomotive also appeared in March 1901, this was an 0-4-0ST named *Ironside* built in 1890 by Hawthorn, Leslie; she received the number 458 in 1901. These last three locomotives had originally been built for the Southampton Dock Co., absorbed by the LSWR in 1892.

The trio Nos. 111, 407 and 458, operated on the Quay line and at Hamworthy Goods, working from Hamworthy Junction shed up until 1904, when once again their roles were usurped by the type of locomotive that had ousted them from their previous Southampton dock duties. These replacement locomotives were the class 'B4' 0-4-0 tank engines purpose-built for dock shunting. No. 94 of this type had made tests runs over the Quay line in October 1903. Various minor alterations to the track clearances in Nile Row and at other locations were necessary before they were allowed on to the line permanently, but by April 1904 the 'B4s' had arrived and here they stayed until the end in 1960. There is an unconfirmed report that consideration had first been given to using to ex-London, Brighton and South Coast Railway (LBSCR) class 'A', later to become class 'A1X' 0-6-0T locomotives on the line. Ex-LBSCR Nos. 646 and 668, renumbered by the LSWR to Nos. 734 and 735, were sent to Bournemouth in 1903. The report suggests a month's trial was envisaged; *if* the trial took place then it must be considered unsuccessful as no other engines of the type appeared. Nos. 734 and 735 then journeyed west in August 1903 to take up their appointed, but also unsuccessful, short-lived posts on the Lyme Regis branch.

At first only two 'B4s' were allocated, allowing *Vulcan* and *Ironside* to be moved away to be used on railway construction work, including strengthening the embankment at Pokesdown near Bournemouth. By May 1904 a third 'B4' had arrived, thus Nos. 88, 94 and 103 began the 56-year-association of the 'B4' type with the Poole area. No. 407 (*Pioneer*) was then moved on to be employed in the Woking area, she was working in London by 1906 and was on occasions hired out by the LSWR, at one time to Portsmouth Gas Works and later to Bournemouth Corporation. The reason for her use in Bournemouth is not known, but in all probability she was engaged in shunting the sidings of



Manning, Wardle 0-4-0ST, Works No. 594 of 1876, originally named *Pioneer*, later and numbered 407 by the LSWR, became the first steam locomotive to traverse Poole Quay tramway in June 1899; it is seen here at Nine Elms. *Norman Collection courtesy of the South Western Circle*

Eastleigh on 14th April, 1922 and two ex-Poole Quay Tramway engines are seen together. Hawthorn, Leslie (Works No. 2174) of 1890, No 734 *Clausentum* stands with Vulcan Foundry (Works No. 836) of 1878, No. 111 *Vulcan*. Both had originally been built for the Southampton Docks Co. *Vulcan* was sister engine to another tramway engine No. 408 *Bretwalda*.

H.C. Casserley

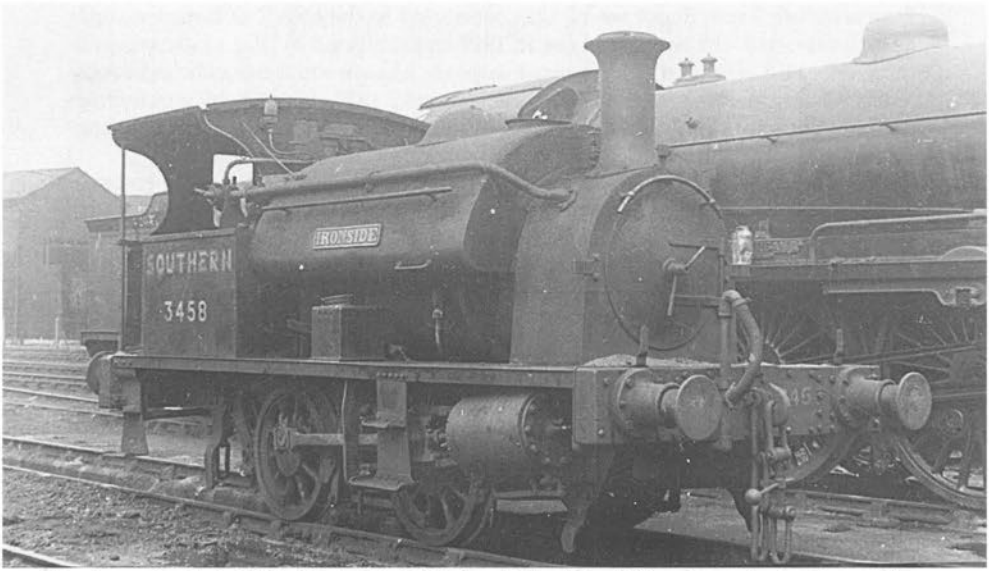
Bournemouth Tram depot which was connected to the LSWR at Bournemouth East Goods yard; she was out of use in 1919 and scrapped in 1921. *Vulcan* lasted until 1924 and was then sold, *Ironside* appears to have led a nomadic existence after 1908, regularly making visits to the area until 1923. In 1914 she was loaned to the contractors building the new Royal Naval Cordite Factory at Holton Heath.

The 'B4s' did not have things all to themselves though, as the older engines returned to cover repairs, locomotive shortages and wartime contingencies. In 1906 an identical sister to *Ironside*, ex-Southampton Docks No. 734 *Clausentum* (the Roman word for Southampton) was noted in the area and made several appearances up until 1914 to cover just such occasions. *Clausentum* then also went on loan for construction works at the Cordite Factory at Holton Heath. During World War I No. 408 *Bretwalda* returned to Poole around mid-1914 and was noted in use at Hamworthy in 1916; she was withdrawn in 1924 and appears to have been replaced by our old friend No. 734 *Clausentum*. This engine is listed as transferred to the area in 1924, being quoted as: 'Bournemouth shed shunter/pilot and spare locomotive for Hamworthy and Poole Quay shunting'. After a short period at Guildford as shed pilot she was back in 1926 staying until 1927.

Two other 1876-built relics from Southampton Docks arrived in 1910 in the form of two Shanks Ltd tram engines, Nos. 108 *Cowes* and 109 *Southampton*. These Scottish-built engines had traversed streets before when working from Southampton main station to Royal Pier conveying passengers to the Isle of Wight ferry. Part of the Southampton Corporation agreement for street running was that they were fitted with an early form of condensing apparatus, thus they were adorned with large pipes which fed exhaust steam back into their water tanks.

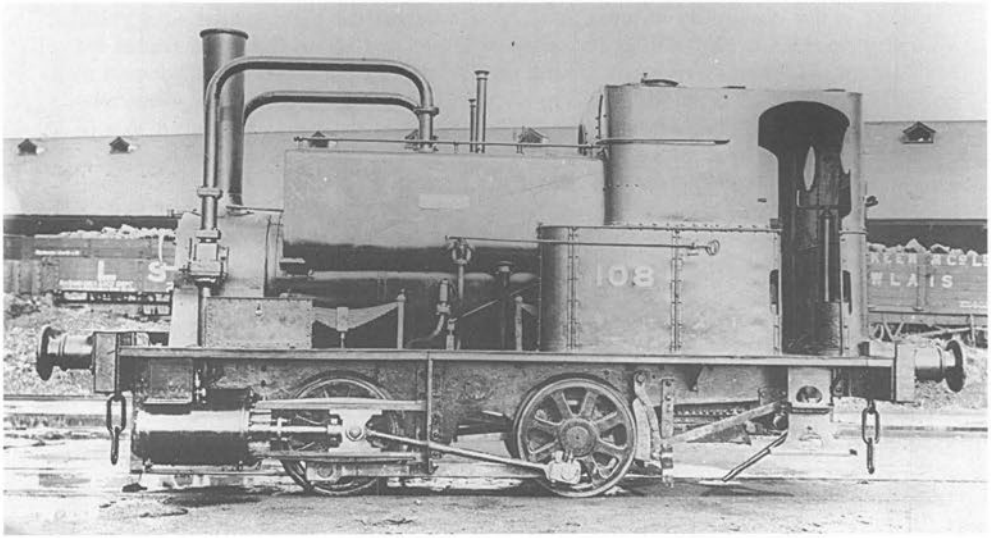
When displaced from those duties No. 108 *Cowes* was hired or loaned during 1905-1906 to the Royal Engineers, Christchurch Bridge building depot, but by August 1910 she was noted dumped derelict at Hamworthy engine shed, so there is the possibility that she may have worked the Hamworthy and Poole quay lines. But No. 109 *Southampton* certainly did so, as the same report for August 1910 states she was working on Poole Quay. Both were withdrawn in 1913 and No. 109 is listed as sold to Kynoch's of Longparish in 1915, where she saw use in a Government wood distillation factory. No. 108 *Cowes* was also sold for £150, going of all places to a colliery at Haltwhistle, Northumberland.

The last of these 'old stagers', No. 734 *Clausentum*, left the area in 1927 when she needed heavy repairs, ending her days at Guildford in 1945. Apart from a couple of short visits by *Ironside* in the years up to 1944 as a 'repair cover engine', this left the class 'B4' in sole charge of Hamworthy Goods and Poole Quay shunting.



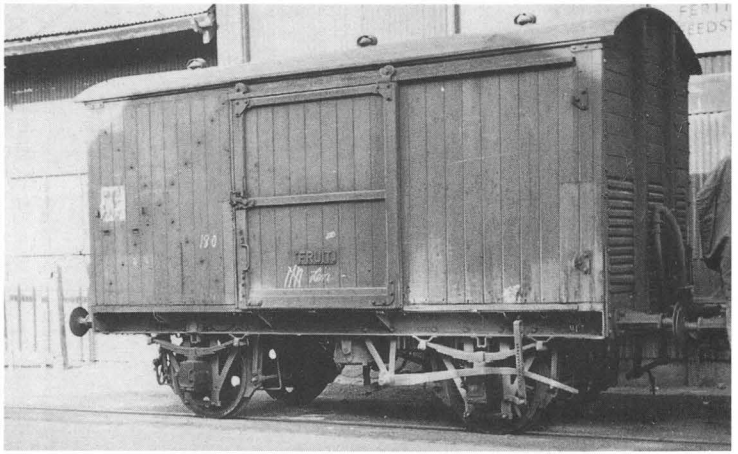
Hawthorn, Leslie 0-4-0ST, Works No. 2175, *Ironside* built in 1890 and seen in Southern Railway days at Nine Elms on 15th June, 1946 also worked the Poole Quay and Hamworthy branches. She was last in use on the line in 1944, a sister to *Clausentum*, both worked on construction work at Holton Heath in World War I. *H.C. Casserley*

Built in Scotland by Shanks & Co., 0-4-0ST No. 108 *Cowes* is viewed at Nine Elms. This locomotive and sister No. 109 *Southampton* were both in Poole in 1910, No. 108 being noted 'derelict' at Hamworthy Junction whilst No. 109 was at work on Poole Quay. Both are real old relics from Southampton Docks, the pipes are an early form of condensing apparatus.
Norman Collection courtesy of the South Western Circle



Bournemouth engine shed was the parent depot of locomotives outstationed at Hamworthy Junction sub-shed. In Southern Railway days class 'B4' 0-4-0T No. 92 is seen standing outside Bournemouth depot. *B.L. Jackson Collection*

The final duty on the Poole Quay line and at Hamworthy Goods undertaken by a class 'B4' was carried out by, now preserved, No. 30102 seen at Bournemouth depot on 31st March, 1960, a month before closure of the quay line. *Author's Collection*



Wagons on Poole quay tramway in 1953. *Above left:* Esso tank wagon No. 1710 adjacent to Esso's Poole depot in West Quay Road. *Above right:* Ex-LNER fruit van by Christopher Hill Ltd's No. 5 animal feedstuff store West Quay Road. *Below left:* A 13 ton coal wagon outside Christopher Hill's No. 4 store and Poole Foundry on Poole Quay. *Below right:* Ex-LSWR 10 ton van of 1905 vintage outside Poole Pottery on Poole Quay. *(All) S. Drew*

Working the Poole Quay Line

The class 'B4' locomotive were hardy little machines weighing 33 tons 9 cwt, with wheels of 3 ft 9¾ in. diameter and a wheelbase of 7 ft capable of negotiating a 4 chain radius curve. They were the engines on which most of the young firemen based at Bournemouth depot in the post-war years began their footplate careers, and recently retired Bournemouth driver Tom Upshall has related a couple of tales concerning his firing on the 'Poole Bug' as this turn was called.

After the closure of Hamworthy engine shed in 1954 the engine left Bournemouth locomotive depot at 6 am, and was allowed 17 minutes to reach Poole, where on arrival the crew would couple onto their train. Around 6.30 am they would set off for the Quay preceded by the obligatory flagman. One day in damp, drizzly conditions when rounding the curve from Nile Row to West Quay Road, Tom spotted the flagman waving his red flag. 'Whoa! Whoa!' shouted Tom to his driver because ahead square across the track was a milk float from the old Poole dairy firm of Tamplin's. As the wagons were only individually hand-braked the only means of stopping available was the hand brake on the engine in the cab doorway. At the same time as shouting his warning Tom frantically wound on the brake handle, alas too late, the weight of train on wet slippery rails took control and pushed them with an almighty thump into the milk float; crates of milk flew into the road smashing bottles galore. The milkman reappeared and reluctantly moved the offending float; our gallant crew continued on their way leaving the hapless chap to clear up the mess as he cursed the railway and everything else in general. Next day they spotted the milk float, sporting a large round buffer dent on its rear end, judiciously parked on the other side of the street!

On another occasion as they approached the British Roadways depot at the lower end of West Quay Road they collided with a lorry as it pulled out into their path. It transpired that this was a brand new vehicle and so keen was the driver to get his new charge on the road he failed to see what was coming. However a quick check round revealed no major damage, so the 'B4' was put into reverse and moved back slightly. They had all failed to spot the locomotive's buffer hooked under the lorry's mudguard, result, one shiny new mudguard fell with a clatter into the street. Almost in tears the lorry driver wailed, 'Three years I've waited for a new vehicle, now look at it !'

Another tale concerns the habit of the crew of the returning morning service adjourning to a cafe situated in West Quay Road for breakfast, leaving the locomotive and train standing in the street. In former times this posed no problems but in the late 1950s road traffic levels were on the increase. One particular morning as Tom and his driver sat enjoying a cup of tea and a bacon sandwich the cafe door opened to reveal a policeman, and he addressed them thus: 'Get that bloody train moved or I will do you for obstructing the highway, and tell your mates if any of you stop here any more, we will book you'. So no more breakfasts, sadly times were changing, that increase in road traffic was yet another nail in the coffin for the street tramway.

'B4' class 0-4-0T No 30093 blows off steam whilst waiting for the shunter to secure a box van door prior to returning to Poole station and goods yard on 9th August, 1954. Note the car parked over one set of tracks (*right*). The increase of visitors' cars parked on the line caused many problems in the last year of the tramway's existence. *Ivo Peters courtesy of Julian Peters*

A head on study of 'B4' class 0-4-0T No. 30093 on Poole Quay basking in the August 1954 sunshine. *Ivo Peters courtesy of Julian Peters*

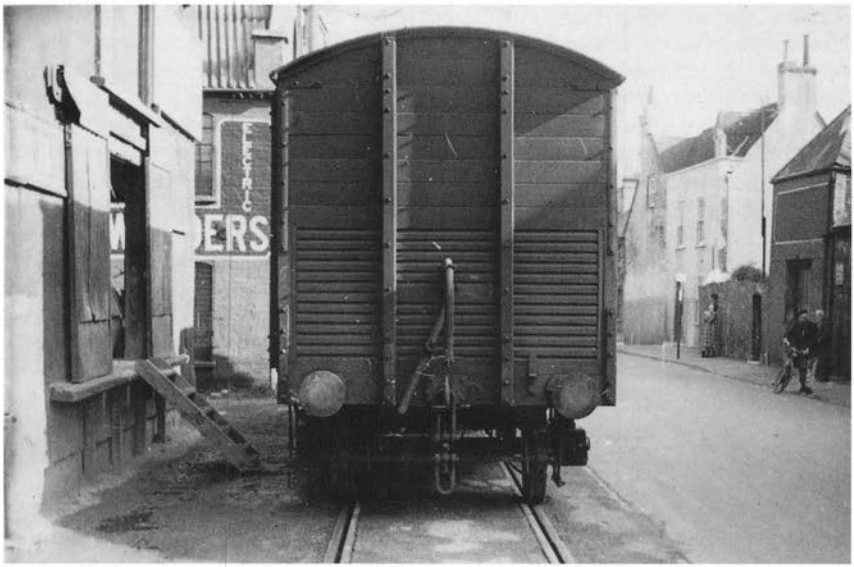
After the morning trip 'down the quay' the engine made its way to Hamworthy Goods where it shunted the goods yard and on to New Quay if required. It returned to Hamworthy Junction mid-afternoon, shunting there before departing for Poole to arrive at 6.17 pm for the evening trip to the quay. In the dark winter months courting couples sometimes parked across the track; if the car occupants were too preoccupied, the locomotive crew eased the 'B4' up as close as possible before hanging on the whistle. They then watched in amusement as the car driver struggled to move out of the way, luckily in the panic no one ever selected the wrong gear and shot forward over the quayside! This evening trip was prone to cause havoc in the summer time as unwary daytrippers sometimes left their cars parked across the track; this then needed the engine crew and several bystanders to 'bounce' the offending car out of the way.

As a consequence the tail end of the train sometimes blocked the road onto and off the lifting bridge and although road traffic was not at today's level it did cause a minor traffic jam. One other problem came when the wheels of the push-along barrows from which prawns and cockles were sold got stuck between the tracks, a hard tug usually got them out but sent the cockles flying! After shunting the quay the 'B4' negotiated West Quay Road once more as it returned to Poole station with any wagons collected on its foray, usually leaving them behind Poole signal box for the yard shunter to collect. The locomotive was booked light engine from Poole at 8.12 pm for a return run to Bournemouth, arrival here was supposed to be 20 minutes later at 8.32 pm. However it was done in less by some drivers when a bus needed to be caught, or a pint in the local was on the cards! The gyrations of one of these engines out on the main line whilst going at speed, light engine, had to be seen to be believed! Luckily the final years attracted a few photographers who recorded the trains in action. At least the last few years of the 'B4s' on the quay are preserved in pictures, but those Poole citizens under about 45 years of age can only guess at the sight and sound those delightful locomotives made as they slowly clanked and hissed their way along the quay.

Of the 25 members of the 'B4' class, at least 12 are known to have worked the quay line, Nos. 83, 86, 87, 88, 91, 92, 93, 94, 99, 100, 102, and 103. In 1948 to identify ex-Southern Railway locomotives, British Railways added 30,000 to these numbers, the last engines to see service on the quay under BR where thus:

30092: withdrawn from Bournemouth April 1949
30099: withdrawn from Bournemouth February 1949
30100: withdrawn from Bournemouth February 1949
30086: arrived Bournemouth February 1949, transferred to Dover, April 1954
30087: arrived Bournemouth July 1949, withdrawn from Bournemouth, December 1958
30093: arrived Bournemouth, from Southampton Docks, December 1947
30102: arrived Bournemouth, from Plymouth via a three month period of store, December 1958

No. 30093 arrived in the last month of the Southern Railway's existence as No. 93 bearing the name *St Malo*. She became the engine most associated with the quay line, being photographed many times. She was unfortunately moved



A view looking up West Quay Road towards Poole station showing a box van standing on the tramway, outside Christopher Hill's No. 5 store. *S. Drew*

away to work at Winchester in February 1960 and was withdrawn from service at the end of March 1960, thus it fell to No. 30102 to work the last train on 30th April, 1960. No. 30102 then went to Eastleigh leaving Bournemouth for the last time on 26th May, although BR officialdom took 18 months to issue a transfer notice on 9th November, 1961!

During this time No. 30102 returned to the old 'B4' haunts in Southampton Docks, being noted there in November and December 1960 and again in July 1961. She remained in use with BR until withdrawn from service in September 1963. In 1964 Butlin's bought the locomotive and had it restored to 1920s condition complete with its old name *Granville*. It then went for display as a children's attraction at Skegness Holiday camp alongside ex-London Midland & Scottish Railway No. 6100 *Royal Scot*. In 1971 it was moved again to Bressingham Steam Museum, Norfolk as a non-working exhibit and is still there, the only remaining and most tangible relic of the days of the Poole Quay Tramway.

Poole Tramway

This is a single line about one mile in length, connected with the Down Goods Siding at Poole Station, and terminating at the Quay. It is worked by a steam Locomotive and is for Goods traffic only.

The speed of Engines and Trains must not, under any circumstances exceed FOUR miles an hour, and on every occasion a man must walk about 20 yards in advance of the Engine, carrying red and green flags, and a red light at night, in order to warn the public of the approach of the Engine or Train, and, if occasion should demand, signal the Driver to stop.

The load of the Train must not exceed 25 loaded Wagons from the Quay to the Station, and 30 empty Wagons from the Station to the Quay.

The Wagons must not be pushed, but drawn by the Engine.

Extract from instructions for working the Poole Quay Tramway.

Chapter Five

They Also Served

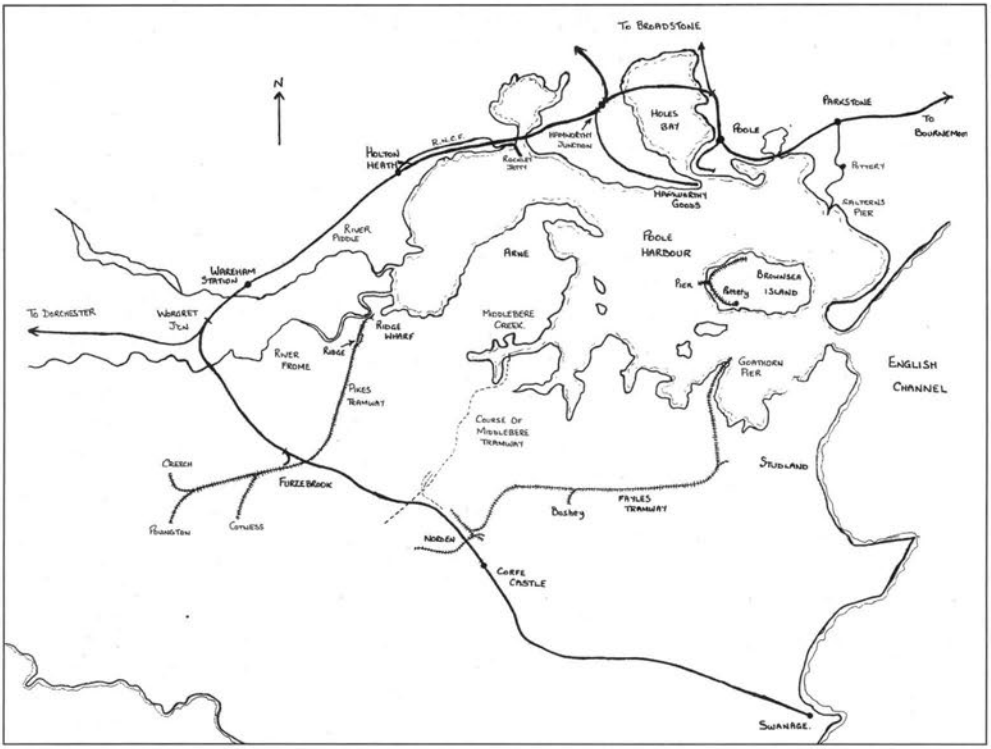
During World War I in 1914 a large tract of land known locally in Poole as West Shore bordering the shores of Holes Bay was taken over by the military. Poole at the time was in use as a Naval base and the land was required for stores purposes; late in 1914 and continuing into early 1915 the military laid a network of sidings on this land (*see map p. 78*). The sidings which received the name West Bay Military Sidings extended the full length of the foreshore running parallel with the Poole Quay Tramway and West Quay Road.

During a visit to Poole Museum in 1995 the author, in company with a member of the museum staff, investigated old maps of the area and wrongly assumed that buildings on the site would have precluded the tracks extending the whole length of the foreshore. The stark reality was that the original structures shown on the maps, mainly timber stores and other timber yard buildings, were arbitrarily demolished. Thus was the power of the state in wartime, those buildings that survived this treatment were used as food stores by the RASC.

This network of lines was connected to the national railway system via a connection in the down bay line at Poole station, which crossed Sterte road close to the quay tramway connection into Nile Row. A second connection was made to the Poole Quay tramway near to Poole lifting bridge. It would appear that at least two locomotives worked within the site, the first being a Hudswell, Clarke locomotive named *Pioneer* requisitioned in 1914 from Poole-based pottery company Sharp, Jones Ltd. A further reference indicates that a S&D 0-4-0 tank engine usually employed at Radstock was also requisitioned by the military and used at the site for a period. As the S&D possessed only two 0-4-0Ts the locomotive in question would have been either No. 26A or No. 45A, nicknamed 'Dazzlers' due to their usual pristine condition. Both had been constructed at the S&D's Highbridge works in 1895.

The Poole persons and traders who had forfeited their land and business premises, being patriotic citizens, accepted the situation during the war years. However, after the war in 1919 when the authorities failed to show signs of vacating the site, they became vociferous in demanding action. The War Office had in June of that year offered the site to Poole Harbour Board and Poole Town Council, both of whom declined as did the LSWR. On 1st September, 1919 the site was then offered to the Ministry of Transport; it was all this prevaricating with their livelihood that caused the timber merchants and traders to protest. They had been paid no compensation or rent, and were constantly having to turn shipping and business away.

At last toward the end of September a train of box vans appeared and a start was made on removing the 10,000 tons of stores still on site. Finally in January 1920 with the site cleared the rails and connections were removed. The land was handed back to the original occupiers and the sidings became one of the shortest-lived rail connections to Poole Harbour.



Pike Brothers 2 ft 8½ in. gauge locomotive *Quintus* a Manning, Wardle 0-4-0ST, Works No. 1854 built in 1914, rebuilt in 1934. It is seen at Furzebrook in April 1956. *Roger Holmes*

It may not be generally known but there were seven other points where sets of rails provided connection to the waters of Poole Harbour, six directly, the seventh indirectly, this system being the earliest built will be described first.

Pike's Tramway as it was known is reputed to have been opened in 1840 by the company of Pike Bros, it ran entirely on the Isle of Purbeck as a narrow gauge line of 2 ft 8½ in. Its route was from clay mines near Furzebrook (between Wareham and Corfe Castle) to Ridge Wharf on the River Frome (Wareham River). It was constructed in a more or less straight line on a gently falling gradient from the mine to the wharf allowing gravity working to be used, i.e. the loaded clay wagons rolled downhill under the control of a brakesman all the way to Ridge.

Here the clay was loaded into barges, empty wagons were then drawn back to the mine by horses (they got a free ride downhill in special horse-carrying wagons). When in 1866 the company extended the line inland from Furzebrook to new clay diggings they introduced steam traction in the form of a locomotive they named *Primus*, the Latin for No. 1, next came *Secundus* and so on until their seventh and final locomotive in 1930 became *Septimus*.

In 1868 a second Purbeck clay mining company, Fayle & Co., opened a mile-long line from Newton Heath on the southern shores of Poole Harbour to Goathorn point (opposite the southern shore of Brownsea Island). This line was later extended to Norden, adjacent to Corfe Castle, a total distance of 5¾ miles on a gauge of 3 ft 9 in. Their first steam locomotive was built in Poole by Stephen Lewin's South Road-based Poole Foundry in 1870.

At Goathorn Fayle's constructed a short pier onto which the rails extended, at the end of this pier was a chute which could be raised and lowered like a drawbridge, the clay being tipped down the chute into barges. These clay barges, and those from Ridge Wharf, were then towed by tugs around to Poole and Hamworthy Quays (Railway Wharf), where the clay was transhipped to larger sea-going vessels for onward movement to the Staffordshire potteries.

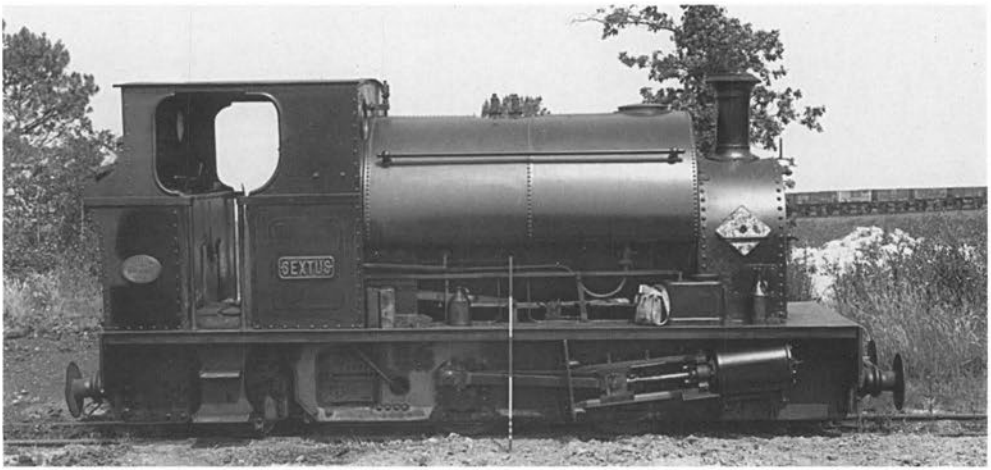
It should be pointed out at this point that both these narrow gauge systems, and in particular Fayle's railway, superseded a horse-worked plateway which also connected to a Poole Harbour creek. It was built in 1806 by Benjamin Fayle and ran 3½ miles from the Norden clay pits to Middlebere Creek. Wagons with ordinary non-flanged wheels were towed along a set route by upright guides (plates). Little is known of this system which is thought to have fallen into disuse around 1885/1890; although not a railway in the true sense, mention is made here for interest, and historical accuracy.

It has been reported that in 1914 Pike Bros sent out 28,000 tons of clay by ship whilst Fayle's dispatched 18,000 tons, this trade through Poole via the two tramways began to decline as more and more clay went directly onto trains at interchange sidings which both companies had on the Swanage branch line. By 1937 both tramways saw little or no traffic to their seaborne outlets, indeed Goathorn Pier was destroyed in 1940 to prevent any wartime German invasion force using it.

The only workings the lines saw were to and from the main line railway sidings; Pike's system closed in 1965 whilst a short length of Fayle's system, which in 1948 had been rationalised and converted to 1 ft 11½ in. gauge, remained in use near Corfe Castle until 1971.

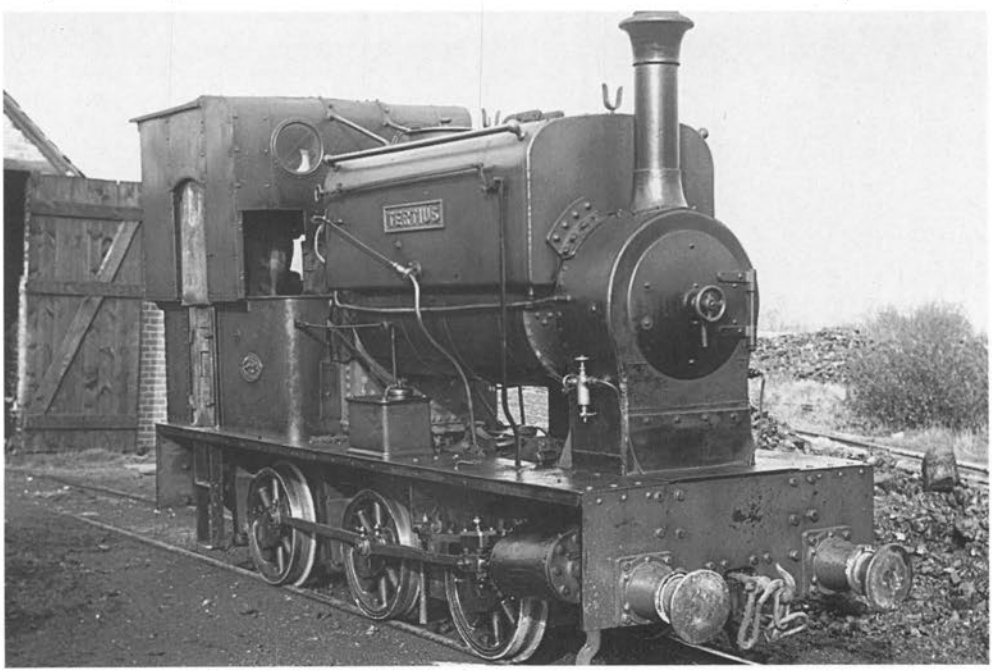
A general view of Pike Brothers engine shed and workshop in April 1956. The former line to Ridge Wharf went off to the right of picture. Pike Bros amalgamated with Fayle and Co. in 1949.
Roger Holmes

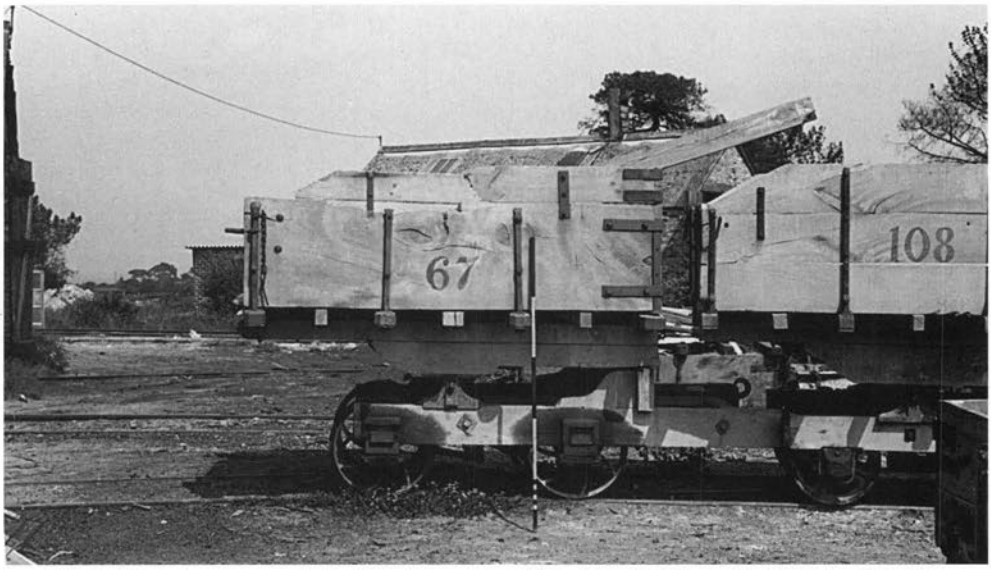
The transhipment shed at Furzebrook April 1956. This facility on the former LSWR line to Swanage led to the demise of clay transportation through the Port of Poole via the narrow gauge line to Ridge Wharf. *Roger Holmes*



Pike Brothers locomotive *Sextus* a 1925-built Peckett 0-4-2ST, Works No. 1692, at Furzebrook in 1955. Note the standard gauge wagons in the background in a siding alongside the Swanage branch. *Roger Holmes*

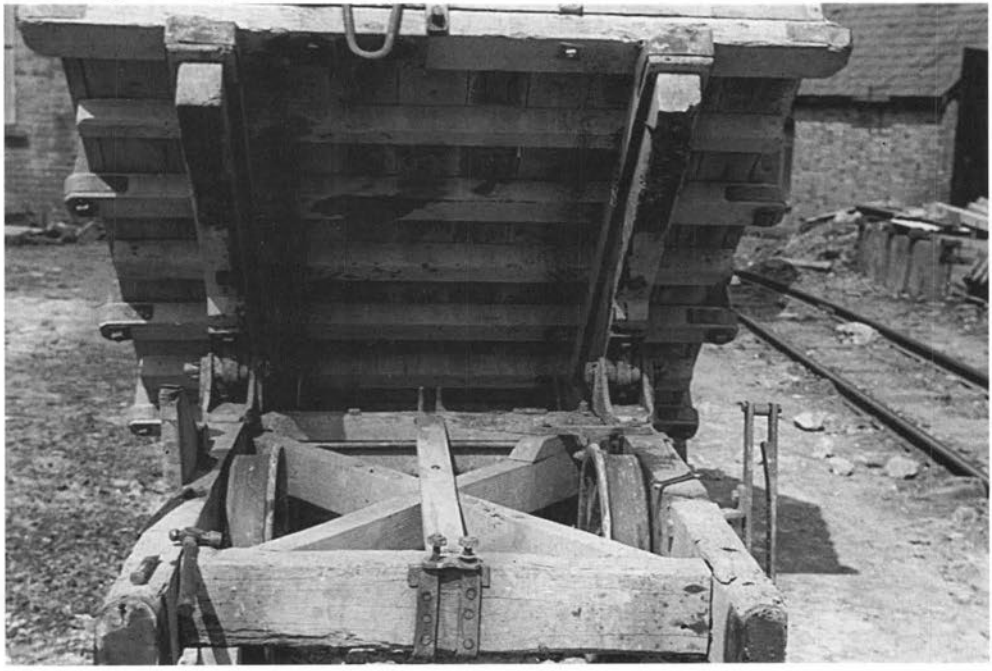
The rebuilt Pike's locomotive *Tertius* seen in 1955 at Furzebrook. Originally built by Manning, Wardle in 1886, Works No. 999, she was given this 'top heavy' look in 1951 when she received the boiler of Fayle & Co's Poole-built locomotive *Tiny*. A classic case of the Dorset 'make do and mend' policy, when it was found the firebox would not fit between the frames it was simply perched on top! *Roger Holmes*

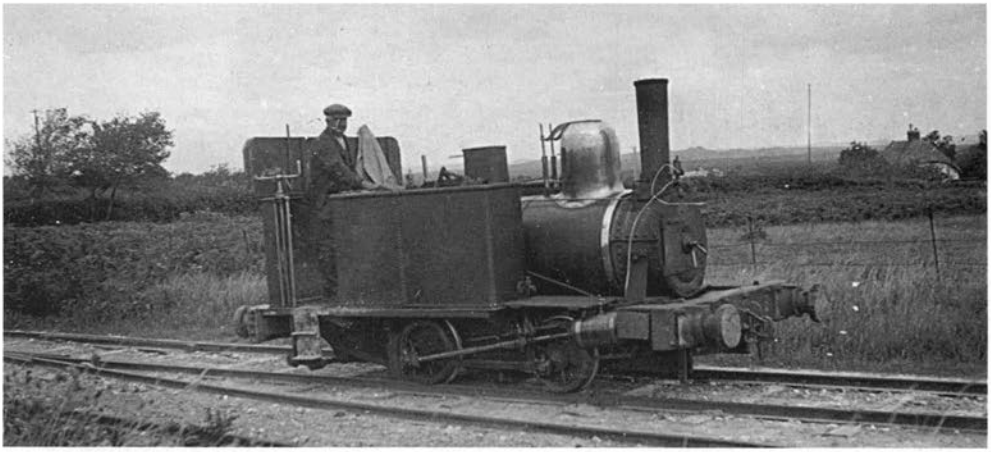




Pike Brothers tramway end-tipping clay wagons Nos. 67 and 108 outside Furzebrook works freshly overhauled in 1955. *Roger Holmes*

A Pike's end-tipping wagon in raised position revealing the running gear. Note the tools on the framing indicating some delicate adjustments are being made. *Roger Holmes*





Fayle & Co. locomotive 0-4-0T *Tiny*: this 3 ft 9 in. gauge engine was built in Poole at Stephen Lewin's South Road foundry about 1870. When in 1948 the remaining working section of Fayle's line was regauged *Tiny's* boiler was donated to Pikes Brothers locomotive *Tertius* (*see page 105*). *R.W. Kidner*

Fayle's railway at Norden near Corfe Castle is the setting of this 1953 photograph of ex-Welsh Highland Railway 2-6-2T *Russell* running as an 0-6-2T after the line was converted to 1 ft 11½ in. gauge. This area now is part of the preserved Swanage Railway park and ride station and *Russell* has returned to Wales for use on the rebuilt Welsh Highland Railway. *Roger Holmes*

Left: Fayle & Co. 3 ft 9 in. gauge rails at Goathorn pier in 1938, the loading chute by which clay was loaded into barges for shipment to Railway Wharf at Hamworthy is seen raised, with Brownsea Island in the background. *R.W. Kidner*

A map of the Parkstone and Lilliput areas of Poole reveals the South Western Pottery line running from Parkstone station to the pottery and then to Salterns pier.

Reproduced from the 6 in., 1926 Ordnance Survey Map

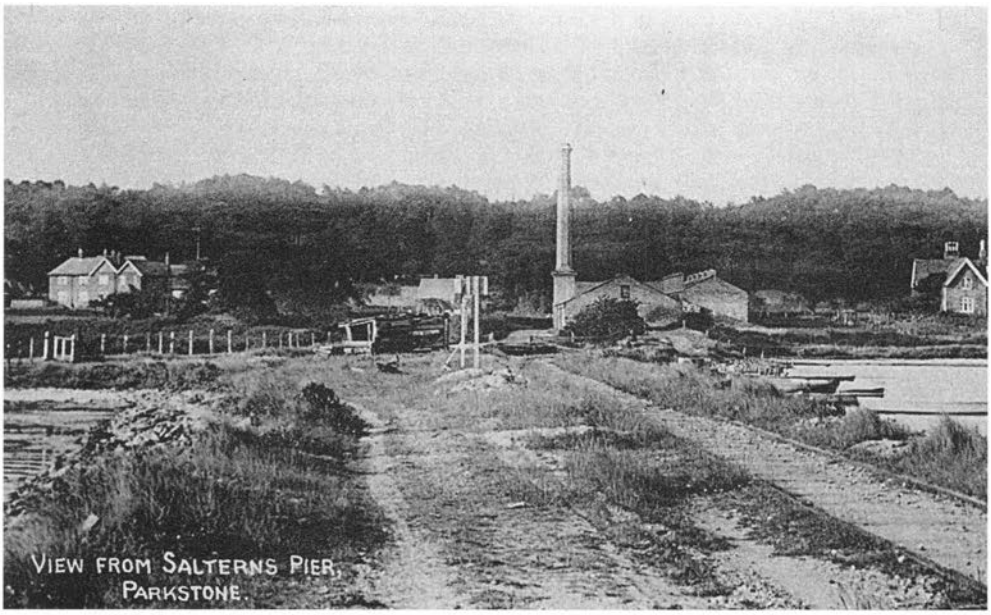
Both Pike's and Fayle's systems, including the Middlebere Plateway, are described in greater detail in the definitive publication by R.W. Kidner *The Railways of Purbeck* (Locomotion Papers No. 68 Oakwood Press). By coincidence, the pier at Goathorn was almost opposite one terminus point of a mile-long narrow gauge railway constructed on Brownsea Island in the early 1850s by the Branksea Clay & Pottery Co. This line was built in the shape of a large 'C', and ran from the pottery works built on Brownsea's south shore and followed the shore line around the island's western end to a clay pit on the north shore. This company was run by a dubious character named Colonel W.P. Waugh who had bought Brownsea Island in 1852 under the impression that the island clay seam was of sufficiently high quality to make porcelain. When it became apparent that the clay was of lower grade, it is claimed that he made fraudulent and inflated claims as to the size of the clay seam on the island. In 1856, when the fortunes of the pottery company were in financial turmoil, he did a proverbial 'moonlight flit' fleeing the country to Spain and being declared a bankrupt in 1857.

The pottery continued in use employing some of the 240 or so inhabitants of Brownsea until 1877, when it was run down and closed. Its connection to the sea was 'a substantial pier' onto which the railway ran to transfer the pottery products to ships. Coal/coke for the kilns came ashore via this pier, the railway was in all probability horse-worked as no evidence exists regarding steam working.

A similar horse- or manpower-worked system just fulfils the railway connection to Poole Harbour criteria. A short ½ mile system of an undetermined narrow gauge operated from *circa* 1870 until *circa* 1928 in the Lake area of Hamworthy, connecting clay pits to Lake Clay Works before continuing on to Lake pier. Clay excavated from the diggings was transported the short distance to drying sheds, from which a further set of rails went out onto the pier. Here the clay was transferred to barges or ships for onward movement in similar vein to the clay from Pike's and Fayle's systems.

Unlike the previous railway lines two of the three remaining sets of rails to the harbour were of standard gauge (4 ft 8½ in.). The first was from the large George Jennings' South Western Pottery that once existed at the end of Pottery Road in the Lower Parkstone area of Poole. The extensive Conifer Park housing estate now covers the pottery site, where street names such as South Westem Way, Potters Way, Jennings Road and Crawshaw Road perpetuate the memory of the area's former use (Jennings and Crawshaw being prominent figures of the pottery company).

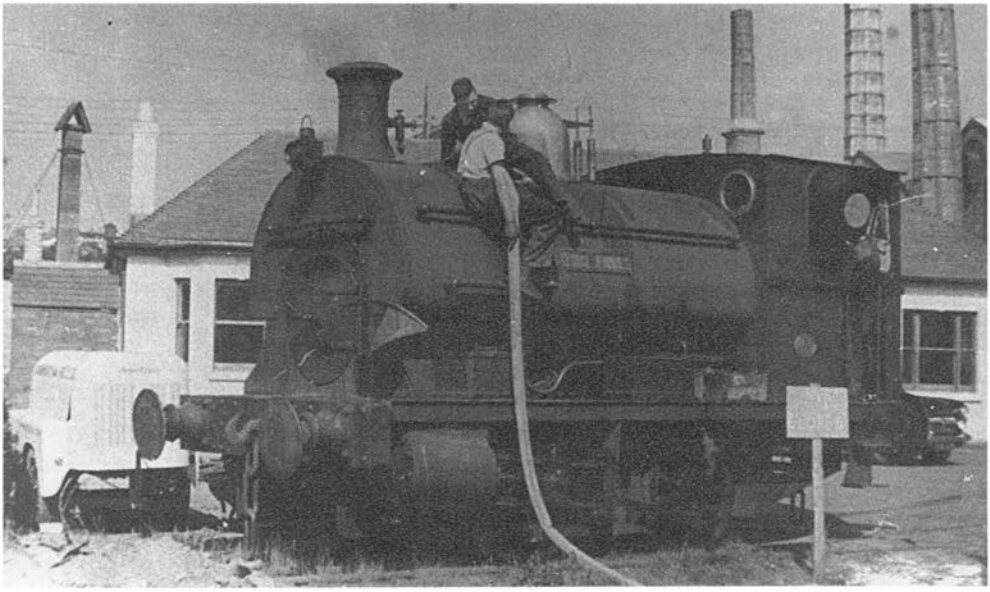
Researching dates for the early days of the pottery rail connection to the sea has produced something of a conundrum for the author, as varying reports of its history have been published. What is known for certain is that at an unknown date, but in all probability 1874, a standard gauge railway connection was made from the pottery works to Poole Harbour at Salterns Pier in the area of Poole known as Lilliput. Other known facts are as follows:



A scene looking inland from Salterns pier, this undated view shows the track from South Western Pottery in a poor state of repair, indicating disuse for some time.

Andrew Hawkes Collection

South Western Pottery locomotive 0-4-0ST Peckett, Works No. 920, *George Jennings* of 1902 is seen being watered at the pottery *circa* 1961. *Tony Legg Collection*



1. The pottery was opened in 1856 by George Jennings & Co. and that clay was brought to the pottery by a horse-worked narrow gauge system.
2. Late in 1866 Jennings applied to the Board of Trade for permission to build a pier at Salterns which he claimed would free him from paying harbour dues; with permission granted construction was completed in 1867.
3. The kilns of the pottery were coal-fired and reference is made in a book on Poole's history thus, 'Coal was once brought to the pottery from Salterns Pier by a light railway'.
4. It is also known from a later description by the Poole Archaeological Group that the rails on the pier were of 'narrow gauge'.
5. Finally in 1872 George Jennings & Co. bought a brand new standard gauge 0-4-0 saddle tank locomotive (Works No. 159) from Fox, Walker of Bristol.

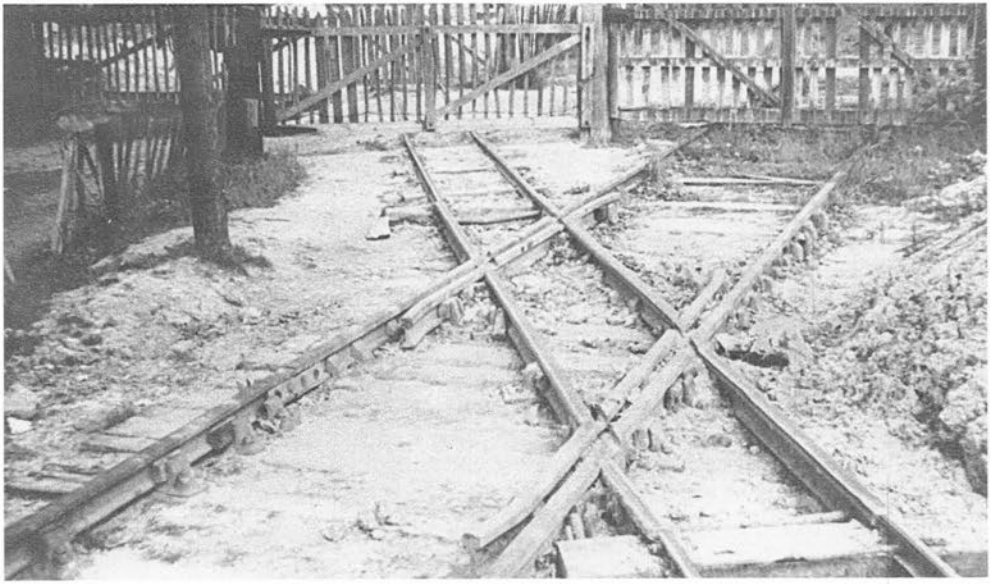
This year of purchase coincided with the opening of the direct railway connection into Poole (December 1872) and, although it had been proposed as early as 1865 to extend the line east to Bournemouth, this extension to Bournemouth West was not forthcoming until 15th June, 1874. Once this line had its routing finalised and had been built, the pottery then wasted no time in connecting itself to the national system, by building a steeply-graded standard gauge line northward for about ¾ mile to the one intermediate station on the new route at Parkstone. It was completed toward the latter end of 1874 with the connection being made in the station goods yard on the south side of the main line. The pottery could now employ its expensive asset in the shape of the Fox, Walker locomotive which presumably it could not have used for at least 16 months!

At this point conjecture plays a major part as exact chronology is somewhat hazy, but by amalgamating the known facts and some anecdotal tales from an ex-employee, the following seems to be a reasonable scenario. It has been stated by some that the standard gauge route to Salterns pier was not laid and opened until after 1902, only to be abandoned when a second standard gauge line was laid to the same point, i.e. Salterns via a different route at an even later date! This would seem highly unlikely, what does seem probable is that two slightly varying routes were indeed laid to Salterns pier, the first was an extension of the clay pits' narrow gauge laid in 1866/7 to run out onto the pier for the coal to be brought in and finished products to go out. One unofficial and unsubstantiated document in local circulation indicates a gauge of 51 inches (4 ft 3 in.) for the narrow gauge.

Construction of the pier obviated the need for a 3½ mile horse and cart coal delivery run over mainly rough tracks from Poole Quay and/or the railway at Hamworthy to the pottery and vice versa. In the early 1870s Jennings and the Port of Poole were engaged in a legal wrangle over harbour fees as Jennings considered he was exempt from these charges as Salterns pier was the pottery's responsibility. Ships manifests of 1868 and 1869 being quoted in evidence show pipes going out, and coal in quantities of up to 200 tons coming in, (he lost the case in 1873 and had to pay £2,789 in back harbour dues and costs etc.). That such large quantities of coal were taken along a narrow gauge line constructed solely on the pier to be tipped into horse and carts for short-haul transportation into the pottery as some suggest, while feasible, is also unlikely.

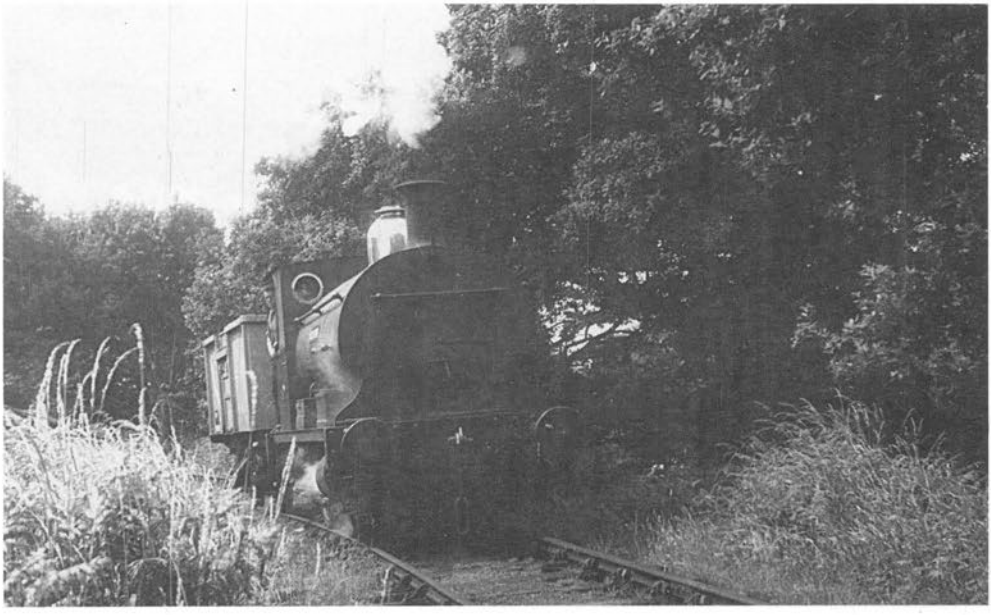
Peckett *George Jennings* stands outside of South Western Pottery at Lower Parkstone, Poole on 30th April, 1957. *Austin Attewell*

The third pit where clay was dug for the pottery, in contrast to the first two, was located on the opposite side of the standard gauge line. The 2ft narrow gauge line reached the pit by means of this diamond crossing, ahead is the pottery and to the rear *(left)* Parkstone station *(right)* clay pit. *Tony Legg Collection*



Looking down the pottery line from near Parkstone station, *George Jennings* can be seen in the distance running light to the pottery on 3rd July, 1961 *H.C. Casserley*

On the same date *George Jennings* is seen on the approach to Parkstone station goods yard with one empty mineral wagon in tow. By this time traffic levels for the pottery line were well in decline. *H.C. Casserley*



The South Western Pottery line emerges from the woods into Parkstone station goods yard across two diamond crossings. Peckett 0-4-0ST *George Jennings*, having left the mineral wagon (*right*) in the yard heads back to the pottery, 3rd July 1961. *H.C. Casserley*

A delightful study of *George Jennings* and crew at Parkstone station goods yard. Having uncoupled the wagon brought up from the pottery they prepare to return light engine, 3rd July, 1961. *H.C. Casserley*

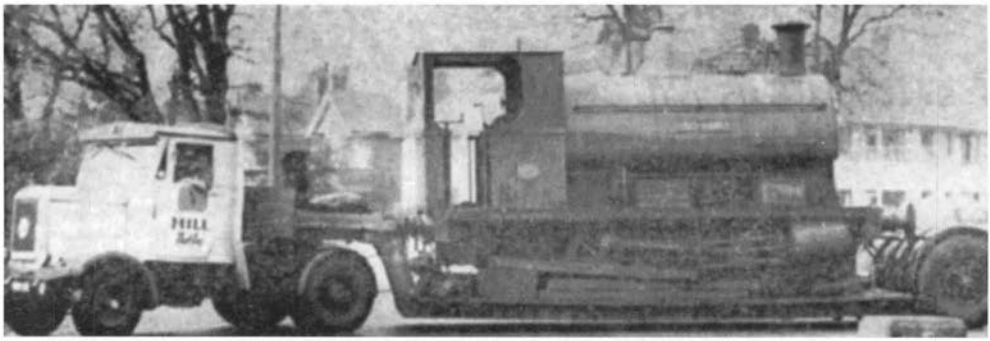
George Jennings' origins were in London where they still maintained and operated premises, their London address is given as Palace Wharf, Stangate, London, SE, indicating that most likely shipments to London were, in early pre-rail days, by sailing barges to said Palace Wharf. At a later date, between 1872 on purchase of the Fox, Walker locomotive and 1890 at the very latest, the second, i.e. standard gauge, line was laid to Salterns pier on a route which varied slighty on exit from the pottery to facilitate a proposed cemetery. This route after the deviation rejoined the narrow gauge line which was then regauged to standard to continue only as far as the landward end of the pier. Salterns pier was built of old pipe and brick rubble at the landward end and of timber out into the shipping channel, most probably of insufficient strength or proportion to support the new line, thus the old narrow gauge was retained on the pier. An indication that the standard gauge track to the pier was laid in 1874 at the same time as the link to Parkstone station is alluded to in a quote in a local history book concerning pottery products thus: 'Their universal use was such that it warranted extension of the railway from Parkstone station to the works and also from the pottery to Salterns pier from which they were exported'.

This standard gauge route went south out of the pottery premises, skirted the western perimeter of Parkstone cemetery, (the old trackbed here is now tarred over and leads to Elgin Road water pumping station). From here the line crossed Sandbanks Road, then a rough track, it then ran along the harbour shoreline, (in later years as the area developed this was at the rear of houses and the Beehive Hotel). The line then passed through Salterns engineering works premises and out to the land end of Salterns pier, this was in the vicinity of the present Yacht club in Salterns Road about ¾ mile from the pottery.

As coal for the kilns now arrived via the main line and pottery spur, only outgoing goods, mainly the pottery's salt-glazed stoneware pipes for export, appear to have been transhipped between the two gauges. This was alluded to by the author's great uncle who was employed by Thomas Wragg (they took over George Jennings Ltd in 1903) for 58 years from 1901 until 1959 when he retired aged 72. He stated 'When I started the engine only used to take trucks of pipes down to the "Blue Lagoon"', i.e. Salterns pier.

The pottery was considered a leader in its field and exports were high with a considerable amount of its products finding their way to South America, indeed after the 1982 Falklands War a local Poole-based Royal Marine involved in mine clearance of beaches in the Falklands found a broken piece of pipework inscribed with Jennings' name.

The standard gauge line to the pier also saw the passage of wagons going to the Salterns works referred to above, as this was used by Alban, Richards Co. around the World War I period to repair railway wagons, presumably private owner wagons including those of the pottery. The use of Salterns pier declined after World War I; although the line was still in place in 1922 it is doubtful if it was used much after 1925, if at all, and by 1935 the rails had been removed. Indeed there is one reference indicating its disuse as early as 1922, a map dated 1911 used by a Poole council employee in 1922 to mark in new rateable properties in the Salterns area has the railway route pencilled on it in his own hand and annotated 'Disused Railway'. This highlights the validity of using old



A cutting from the 27th November, 1963 issue of the local *Poole and East Dorset Herald* depicts *George Jennings* being transported to its new home at Bill Turner's nursery garden in Upper Parkstone on 25th November, 1963. *Bournemouth Echo/Advertiser Group*

A 2 ft gauge Hibberd 'Planet' 4-wheeled diesel, Works No. 3790 of 1956, brings a load of clay to the pottery on 30th April, 1957. *Austin Attewell*

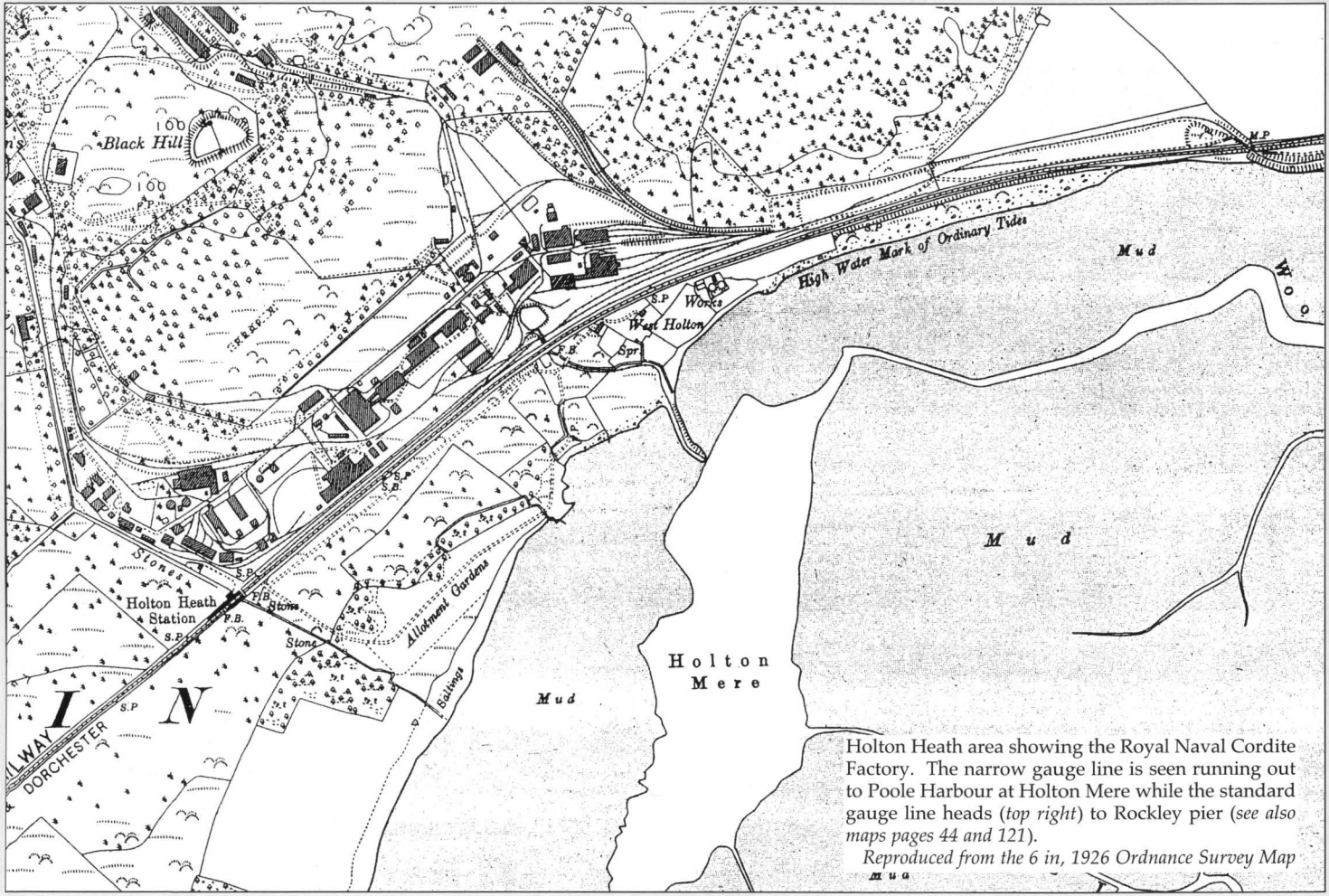
maps to substantiate the route of old industrial railways as the line was definitely *in situ* in 1911 but had been omitted when the map was drawn up!

One such map dated 1902 shows what at first sight appears to be two narrow gauge lines going into the original clay pit, but a photo *circa* 1900 reveals two standard gauge sidings and the narrow gauge at a higher level. This suggests the narrow gauge was not included on early maps and would explain the lack of substantiated evidence of it continuing to Salterns pier. The other inference this photograph suggests is that the company sent out some of their clay via the standard gauge link possibly to other works in the group or for sale to third parties. Steam locomotives always worked the standard gauge line, from 1874 the aforementioned 0-4-0 Fox, Walker was employed, she was sold in 1893, when another 0-4-0 saddle tank was purchased new from Bristol, this time from Peckett's, Fox, Walker's successors. Carrying Peckett Works No. 528 it was named *George Jennings* after the pottery founder and lasted for only nine years; in 1902 it was part-exchanged for a brand new 0-4-0 saddle tank locomotive also coming from Peckett's. The name was transferred to the new engine, Works No. 920, which was, presumably, more powerful to work up the hill to Parkstone.

The line up to Parkstone station goods yard remained in use until 1963 when it was also closed, this line climbed through woods to run close to the third and final pit where clay for the pottery was excavated. 'Baden Powell & St Peters' School' now stands here. The clay was transported to the pottery from this pit via a petrol/diesel worked 2 ft narrow gauge line. Mechanical power came to the narrow gauge after World War I when the pottery obtained a war surplus petrol-engined Simplex locomotive which had served in France during hostilities. If indeed the original narrow gauge had ever been 51 inches it must be assumed the change to 2 ft came at around this time, when new clay diggings at a second pit were opened. In 1930 the Simplex was joined by a second petrol locomotive, a Lister 4-wheeled machine, Works No. 3355. These two sufficed until 1948 when a battery locomotive was acquired, this being the least successful of the narrow gauge fleet and as such was dumped in the mid-1950s after seeing little use. Its place was taken by a Hibberd 'Planet' diesel No. 3790 of 1956.

During the early 1950s *George Jennings'* daily work involved shunting the pottery area as well as at least one trip to Parkstone station. However, the pottery was in decline as more modern materials were taking over in the field of water and waste pipe manufacture. Eventually, by 1962, the requirement to trundle up to Parkstone had dwindled to once or twice per week. Sometimes when the pottery engine and the British Railways daily pick-up freight happened to be at Parkstone at the same time, *George Jennings* would on the odd occasion, with the connivance of the BR crew, save them the work of an awkward shunt by moving the old tender containing the limescale brought over from the water softening plant at Bournemouth locomotive depot.

This tender came over to Parkstone on an irregular basis for emptying, and entailed placing the tender in the yard headshunt whence the contents were discharged down the embankment side. The deposit left by this practice made a huge white scar on the ground; in this day and age the environmentalist lobby would have a 'blue fit'. Minor repairs were carried out on *George Jennings* in its



Holton Heath area showing the Royal Naval Cordite Factory. The narrow gauge line is seen running out to Poole Harbour at Holton Mere while the standard gauge line heads (*top right*) to Rockley pier (*see also maps pages 44 and 121*).

Reproduced from the 6 in, 1926 Ordnance Survey Map

brick-built engine shed. Other work would appear to have been undertaken by a Southampton-based company, Wilson & Co., but for major repairs and overhauls the engine went back to Peckett's Bristol works.

In the woods, out of sight of the pottery and officialdom, many local lads including the author climbed aboard the footplate for a magical unofficial ride up to Parkstone station as *George Jennings* puffed, hissed and clanked along. After the line closed in 1963 the engine was bought by William 'Bill' Turner, a well-known local character and market gardener from the Upper Parkstone district of Poole. It was moved to his premises by low-loader lorry on Monday 25th November, 1963 where it was placed on a 20 ft isolated length of track. Mr Turner had a collection of transport items which included a World War II German staff car, and his intention was to have steamed and used the locomotive.

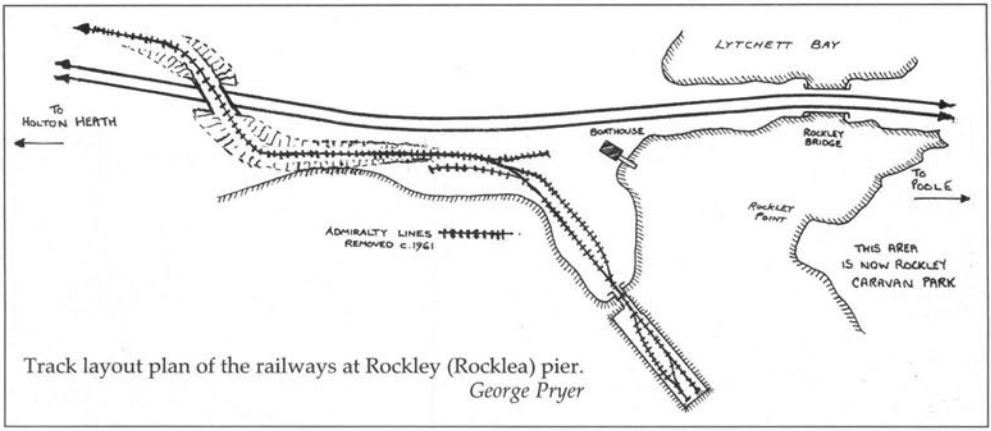
In a local newspaper he was quoted as saying: 'I plan to lay track around the market garden and in time buy some wagons from British Railways. I look forward to using the engine to move produce and to give local children and railway enthusiasts rides around the grounds'. Unfortunately these plans never materialised, although some reports state Mr Turner steamed the locomotive to supply steam to heat his greenhouses in winter months. But one winter he failed to have the water drained from the engine's boiler, this then froze solid crushing the boiler tubes and splitting the boiler barrel beyond what he considered to be repairable. In 1966 the locomotive was sadly cut up for scrap where it stood by a local scrap merchant. A local enthusiast chancing upon the scene found the engine reduced 'to pieces small enough to fit through a letter box'. Luckily he managed to rescue the builder's plates which it is assumed still survive. The pottery itself finally closed the following year on 28th February, 1967.

The final two rail connections to Poole harbour came during World War I when the Royal Naval Cordite Factory (RNCF) was built at Holton Heath, its construction resulting from an action by Winston Churchill who was then First Lord of the Admiralty. He insisted that the Royal Navy had its own supply of propellant (explosives) for the guns of its ships, known as cordite; this propellant was made from two highly dangerous and explosive components, Nitro-glycerine and gun-cotton. A committee inspected several sites but chose Holton Heath probably due to its remote location, proximity to a main railway line and to the sea; the cordite works were built between mid-1914 and December 1915. During construction of the works a temporary platform situated on the down line of the LSWR route to Weymouth was used by the workforce. A special service was provided by two previously withdrawn diminutive class 'C14' 2-2-0 motor tank engines; LSWR Nos. 741 and 744 were re-instated in March 1915, complete with trailer cars, and operated to the site from Bournemouth West.

Situated five miles west of Poole, the cordite works was spread over a huge site necessary to segregate the various dangerous stages of manufacture. This was aptly demonstrated in June 1931 by a huge explosion which killed 10 workers including some who were Poole residents. All parts of the works were connected by a large internal 2 ft 6 in. gauge railway system, at its peak the

Holton Heath signal box viewed 2nd May, 1976, eight years after closure. Just visible in the foreground is one of the reception sidings for the Royal Naval Cordite Factory. *R.W. Kidner*

A view looking east on the Waterloo to Weymouth main line, the former Southampton & Dorchester Railway. Crossing the line is the bridge carrying the RNCF line from the works to Rockley pier. *R.W. Kidner*



Track layout plan of the railways at Rockley (Rocklea) pier.
George Pryer

Rockley pier viewed in 1976 looking south-west across Poole Harbour toward the Purbeck hills.
R.W. Kidner

Rockley pier looking inland, visible in the distance is the bunker of an RNCF Hunslet locomotive. At this time, May 1957, with nearly 20 years of disuse it was probably prudent not to allow the engine onto the rotting structure! *Hugh Davies*

The last two locomotives to remain at the RNCF works were Bagnall 0-4-0ST Works No. 2596 built 1938 (Yard No. 1596) and Hunslet 0-6-0ST Works No. 1659 built in 1930 (Yard No 1627). Both are seen in this May 1957 view. *Roger Holmes*

In 1957 with the run down of the Holton Heath Cordite Factory under way, railway enthusiasts were allowed to visit the internal railway system. In this photograph the Hunslet 0-6-0ST is at the head of a 'special' train to Rockley pier. The engine once worked in Palestine at Haifa Harbour and was returned to England and rebuilt in 1938 before coming to the works in the same year. *Roger Holmes*

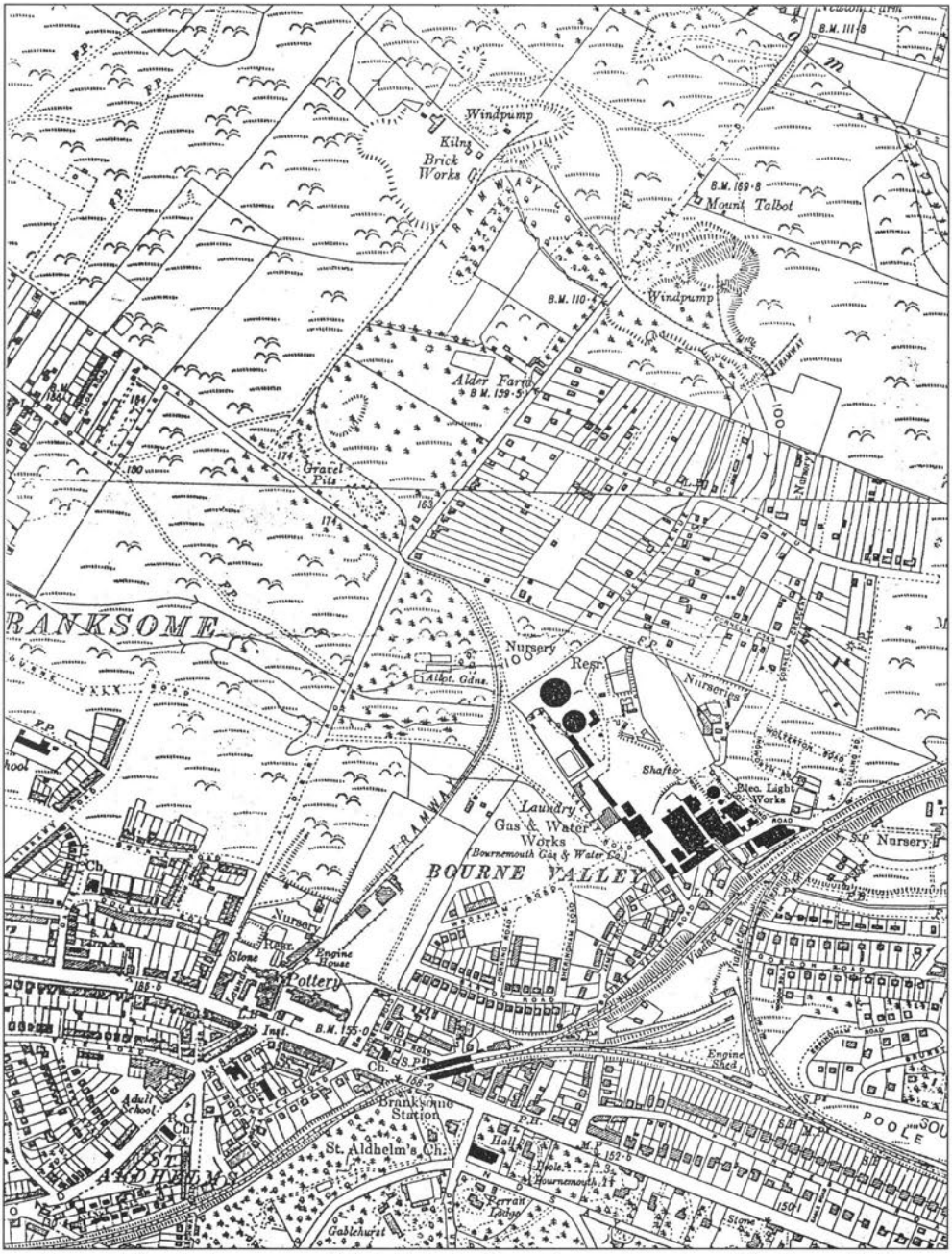
narrow gauge system extended for 14 miles and employed 34 locomotives. The majority of these were battery or fireless engines to eliminate the problem of sparks in the more hazardous areas. A single spur off the narrow gauge system passed under the main Poole to Weymouth railway line and ran south out onto a man-made embankment/bund built out from the shores of the harbour. This bund extended out to the comparatively deep water of Holton Mere and in turn to a main channel. No record of what was carried has been discovered, suggesting it could well have been for the carriage of waste materials, etc. bound for dumping at sea. The premises also had a substantial amount of internal standard gauge track totalling about 5 miles, the two locomotives (*seen opposite*) were the final two engines used on site . The RNCF railway system and sidings were connected to the national railway system a few yards east of Holton Heath station.

This station was built initially for the factory workers and opened on 3rd April, 1916, and not until 1924 was the general public allowed to use it. The connection was into two reception sidings situated on the north side of the main Poole to Weymouth railway line, access being available from both up and down lines. However a second railway route for the cordite to leave the factory was also built; running parallel to the main railway line a standard gauge track was laid across the heath and through woodlands eastwards toward Hamworthy. On a gently rising gradient the line climbed to a height where it crossed the main railway line on a bridge, once over the top it descended to a point where it ran out to Rockley (Rocklea) jetty, about a mile distant from the factory. Built in 1915 at the same time as the cordite works, this jetty received its building materials via a temporary siding laid in from the down line of the LSWR main line; once work had been completed the siding was removed.

Cordite came down this Admiralty line for 22 years until 1938 to be transferred to sailing barges; it was then taken to the Navy Armament Depots at either Priddy's Hard, Gosport for Portsmouth Royal Naval Dockyard or to Upnor Castle on the River Medway in Kent for Chatham Royal Navy Docks. These sailing barges carried around a 100 tons payload, being usually towed by tug or powered craft between 'Stakes Buoy' and Rockley jetty as the channel which the Admiralty had arranged to be especially dredged for access to Rockley was too narrow to allow tacking against the wind. This towing practice lasted until steam-powered barges took over.

Motive power on the standard gauge part of the system was in the main steam until closure of the works in 1966 (although propellant production and major rail use had ceased in 1957). From 1938, during World War II the cordite went out by train on the main line to avoid German attacks on the barges.

The works' remote location dictated a dedicated train service which reached its peak in World War II when the factory worked continuously on three eight-hour shifts. The service brought in personnel from Swanage, Wareham, Poole, Bournemouth and Christchurch and utilised an old South Eastern & Chatham Railway 'Birdcage' coach set. The daytime working conveyed mostly young ladies to the factory and became known as the 'Glamour Puffer' due to their



A map of the Branksome area of Poole includes Sharp, Jones & Co. railway 'The Bourne Valley Tramway.

Reproduced from the 6 in., 1926 Ordnance Survey Map

youthful good looks. On 21st March, 1941 the 5.19 pm Holton Heath to Christchurch was caught in a sneak attack on Rockley Bridge by a lone German bomber. As the train approached the bridge six bombs fell close to the bridge and train, blowing out carriage windows, etc.; luckily no one was killed and only minor injuries occurred.

The Hawthorn, Leslie locomotives *Clausentum* and *Ironside* referred to earlier were loaned to the site in 1915 by the LSWR. They were used for construction traffic and it is suspected that *Ironside* remained on short term loan as works shunter in 1916 until two RNCF locomotives arrived to take over shunting duties. These were Manning, Wardle 0-6-0 saddle tanks, Works No. 1228 of 1895 (RNCF No. 3), and Works No. 1620 of 1903 (RNCF No. 4). These engines lasted until 1925 when two 0-4-0ST locomotives came to the site, Avonside 0-4-0ST, Works No. 1976 built 1925, came new to the works taking the number RNCF No. 3 and replaced the original No. 3 which had been taken out of use in 1917. Hunslet 0-4-0ST, Works No. 3360 built 1918, became plain No. 16 and replaced RNCF No. 4 which went to Chatham Dockyard.

By coincidence both of these 1925 additions eventually came to work within the town of Poole. In 1935 the Hunslet was sold to work at Hamworthy, Ballast Quay becoming known as *Little Audrey*. In 1950 the 1925-built Avonside was transferred to shunt the railway-connected sidings of the 1941-built Creekmoor Royal Ordnance Factory (now part of the Siemens, Plessey, Sopers Lane, Poole site).

Finally in 1938 it was all change again when a brand new Bagnall 0-4-0ST 2596/38 arrived, this carried a cast number plate No. 1596. In the same year a Hunslet 0-6-0ST, Works No. 1659 originally of 1930 but rebuilt in 1938, arrived at the premises to be numbered 1627 and named *Reliance*. This locomotive had seen service in Palestine at Haifa Harbour.

They were joined by a new 1938-built 28 hp Baguley petrol railcar and in 1941 by a 4-wheeled Ruston, Hornsby diesel (Works No. 207103); both of these internal combustion additions had left the site by 1953. This left the two steam engines on site until 1961 when most rail traffic ceased, the Bagnall was then scrapped, *Reliance* saw limited use on the odd stores train until it too went to the scrapman in 1966.

To stand opposite the site of Rockley Jetty at Rockley Point which is now a holiday camp, and watch the yachts and sailboards skimming across the water surface it is difficult to imagine that this most deadly of cargoes was once loaded there.

An inland diversion, The Bourne Valley Railway

Initially details of the following railway were omitted as it did not connect to the harbour, however, several persons suggested it be included; in truth they were correct to make the suggestion as the line was quite substantial, therefore the following notes will complete the scene regarding Poole's industrial rail links.

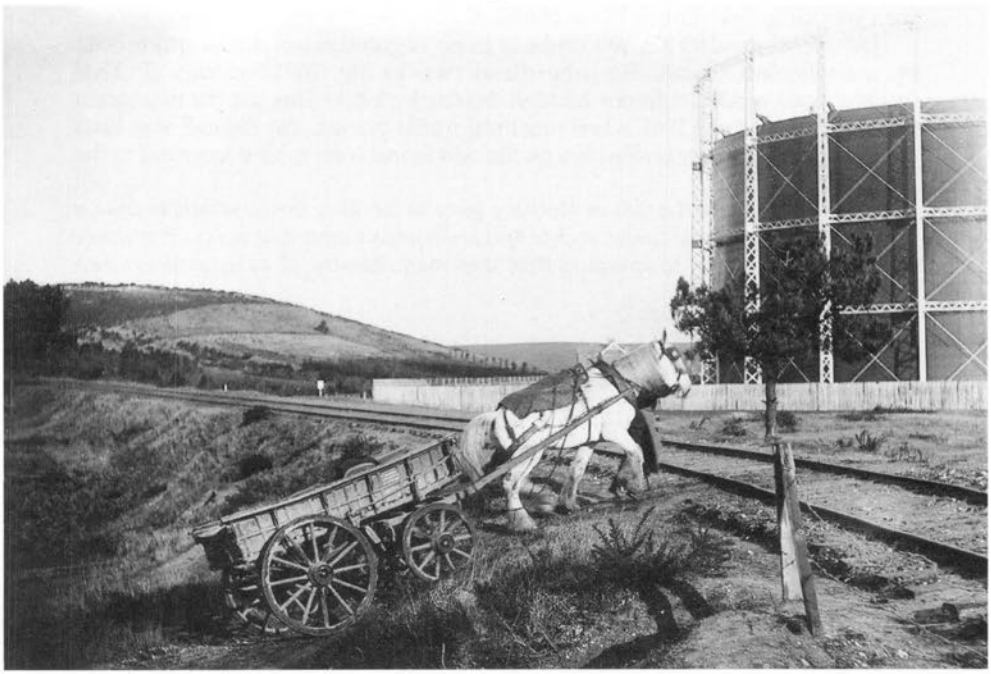
Sharp, Jones & Co. Ltd opened Bourne Valley Pottery in 1853 on the site now known as Redlands Trading Estate situated at the junction of Bournemouth

Sharp, Jones & Co. 0-4-0ST locomotive bought new in 1889 from Hudswell, Clarke (Works No. 336) is seen in the pottery yard *circa* 1930. Note the large patch on the smokebox.

R.C. Riley Collection

A view along the course of the Bourne Valley Tramway in 1906 looking toward the clay pits. Local carrier W. Scott is taking a short cut across the line.

Forsey Collection/Poole Historical Trust/Poole Museums



Road, Ashley Road and Poole Road. This company in similar vein to South Western Pottery made bricks and earthenware pipes for underground water and sewage use. Initially their clay supply was dug locally in the vicinity of the pottery, in 1886, however, the company purchased additional clay land in the Bourne Bottom area situated between what is today Alder Crescent and Bloxworth Road. It was decided to bring this clay to the pottery by rail and to that end the pottery company constructed a standard gauge line of about 1¼ miles in length. Originally a dozen horses hauled the clay to the pottery over some quite fierce gradients. At a later date this line was connected to the main LSWR line near Branksome station. In June 1889 the company took delivery of a brand new steam locomotive built in Leeds by Hudswell, Clarke & Co. (Works No. 336). It was named *Pioneer* and was very similar in design to the locomotive *Pioneer* owned by the LSWR that operated on the Poole Quay line. This *Pioneer* was again an 0-4-0 saddle tank, a type much favoured on industrial lightly-laid railway systems. She remained in use until 1914 when she was requisitioned by the Government to 'work at some sidings adjoining a military depot west of Poole, long since removed'.*

A second locomotive was delivered in 1915, this was from an order placed in 1914 with the Avonside Engine Co. Ltd of Bristol. The locomotive, Works No. 1701, was an 0-4-0 engine with side tanks and a fully-enclosed cab, it was named *Mars* and cost £879 (did the Government cover the cost?). *Pioneer* was at some stage returned, but in her absence a steam crane was hired to shunt the pottery area when *Mars* underwent a boiler repair; it is assumed clay haulage reverted to horse power during this period. Both locomotives when out hauling clay were limited to one wagon load of clay weighing in at about 9 tons, because of the severe gradients along the route.

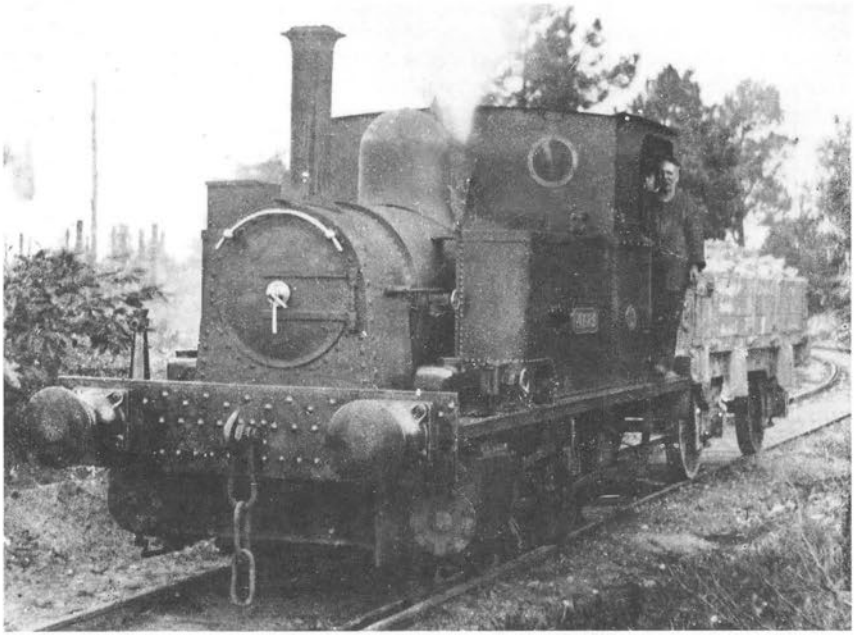
In the 1920s and 1930s as production at the pottery reached a peak both engines were in steam at the same time working many hours per day. In 1938 *Pioneer* received a new boiler plus, in place of the original copper firebox, a replacement made of steel. Traffic fell off during World War II and *Mars* was sold in 1942 to the British Periclase Co. Ltd of West Hartlepool, leaving *Pioneer* to soldier on until 1948, by when it had become uneconomical to work the clay pits. The line closed, and *Pioneer's* last duties during August and September of 1948 were to work the demolition trains as the track was lifted. With this job done, after nearly 60 years' faithful service she was cut up by local scrap merchant Charles Trent.

The connection to British Railways at Branksome stayed in use until 1970, this was in part double track and crossed Cromer Road on the level. BR engines, normally one of Bournemouth's 'B4' class 0-4-0Ts, worked traffic into and out of the pottery although sometimes a Midland '2P' 4-4-0 from Branksome S&D shed was used. Internally the works sidings also remained and from 1948 a road tractor replaced *Pioneer* to shunt them. In the latter years the pottery under

* This was the West Bay Military Sidings. The position of these sidings adjacent to Holes Bay thus give the Bourne Valley system via *Pioneer* a tenuous link to Poole Harbour. Later in June 1918 to the north of Poole town in the Sterte area two more military sidings were installed alongside the Poole to Broadstone line and connected to the main line close to Holes Bay Junction. One report suggests *Pioneer* then saw use at this location, known as Longfleet Sidings, to shunt at the site which remained under military control until 1920. The sidings then passed into industrial ownership and *Pioneer* was returned to Sharp, Jones Ltd.

the ownership of Redland Pipes - successors to Sharp, Jones - forsook clay, turning to more 'modern' materials, some notable pottery products being large diameter concrete and 'spun' glass fibre pipes.

The line or tramway out of the pottery ran down a very steep incline of 1 in 22 to the bottom of the valley where Yarmouth Road now runs; it made a level crossing of Sheringham Road (when it was built in later years), today a large gap between houses mark its former course. The line then climbed on a long curve up the other side of the valley and crossed a rough track which is now Alder Road, the crossing point being where the junction with Herbert Avenue is now sited. The line continued parallel to Alder Road to reach a rail junction, straight ahead after crossing the Bourne stream lay the original rail-served clay pit (closed 1920). The other track from the junction ran eastwards following the Bourne stream and crossed Alder Road once again before ending at clay pits near Mount Talbot; traces of these pits can be seen at the end of the present day Sharp Road.



Avonside 0-4-0T Works No. 1701 *Mars* built in 1915 came to the pottery system in that year and is seen at work on the line near the Alder Road crossing in 1925. Driver Sammy Speck is in charge of the locomotive and its load of one clay wagon. *Poole Museums*

Chapter Six

The Present Day

In July 1999 very little remains of the railway connections to Poole Harbour. On the Isle of Purbeck until 1996 one rail was embedded in the tarmac of the road to Arne, but on a recent visit even this has been removed. That was all that remained of the rails to Ridge Wharf which is now a yacht repair yard, although a small engine shed still stands here waiting in vain for a locomotive to steam back inside! Away from the area Pike's second locomotive *Secundus* is preserved in Birmingham Science Museum, and an old clay wagon from the system can be viewed at Tywyn, Wales in the Tallylyn Railway Narrow Gauge Museum.

A few traces of the track bed still survive, as does part of the track bed of the line to Goathorn, but with each passing year traces decline even further. One substantial bridge of this latter route, the former Fayle's line, spans the preserved Swanage Railway at its Norden Park & Ride station, but very little else is evident, whilst on Brownsea Island there are no signs that a railway ever existed at all. The Bourne Valley Railway is also lost without any substantial trace, except for 100 yards of old trackbed running alongside Northmere Road. Salterns Pier and railway has long since disappeared, as has Rockley Jetty, although here at low water a few rotting stumps of support legs are visible sticking out of the mud. But the bridge which carried the track from the Holton Heath Cordite works still spans the main Weymouth railway line.

The Poole Quay Tramway is just a memory to a few old 'Pooleites' while across at Hamworthy a few rails remain embedded in the concrete of Sydenham Timber Co. yard. Also to be noted from Poole lifting bridge are rails of the 1920 extension of 'Siding No. 1' visible on the old railway wharf embedded in concrete. Rails on Ballast Quay disappeared in the 1980s, and in 1994 a few more remnants disappeared as the lines within Carter's Pottery, Shapwick Road site were ripped up as the premises were demolished. However, on the Hamworthy peninsular, rails still remain in place where in 1847 Poole's first train arrived; the tracks still continue on to New Quay and here imported steel from the Continent is unloaded from ships and transferred to rail wagons.

But it was nearly not so, as in 1992 British Railways announced that the Hamworthy Goods branch was to close from 31st March that year. At that time the line employed on a five-day week basis four or five railwaymen engaged in loading the wagons as well as a driver on the BR shunting locomotive. Running costs were high as they included those incurred when the class '08' or '09' locomotive had to travel to and from Eastleigh for major maintenance every six weeks or so. Originally these shunting engines were allocated at Branksome diesel depot and outstationed for a week at a time at Hamworthy Goods, but BR's sectorisation saw the engines transferred to Eastleigh. From that time the locomotives only stabled at Branksome on weekends when they were re-fuelled.

When in August 1991 No. 08 760 failed during its 40 mile journey from Eastleigh and blocked the main line at New Milton for several hours, the viability of the Hamworthy line was brought into focus. The only cargo on the

Hamworthy Goods on 16th June, 1989 and class '33' No 33 202 with the weed killer train. The locomotive is seen at the level crossing between New Quay Road on the right and New Harbour Road (behind the photographer). It was at this spot car transporters were loaded/unloaded, mobile ramps were placed end-on to wagons shunted down both tracks to 33 202's position. Cars were then driven directly on to the crossing tarmac and down the road onto the ship.
Author

With the cranes on Ballast Wharf at Hamworthy visible on the skyline two class '37' locomotives Nos. 37 109 leading 37 293 wait for departure time with a load of steel billets bound for Cardiff on 4th September, 1992. *Author*

branch since the end of the coal trains in 1985 had been steel; trains ran each weekday usually employing two class '37' locomotives, sometimes on very short trains which compounded revenue losses. British Rail was at this time being prepared for privatisation and loss-making parts of the system were ripe for closure, the Hamworthy branch proving to be no exception. But to its credit Poole Harbour Commissioners (PHC), and to an extent John Carter Ltd, a Poole based shipping agents, brokered a deal with BR whereby the railway track below the new ferry terminal level crossing down onto New Quay became the responsibility of PHC. They were also to take over the loading of the rail wagons as well as providing a shunting engine complete with driver. To this end a locomotive was at first hired in, but PHC have since bought their own engine and trained staff to drive it.

In May 1992 Allied Steel & Wire Co. (ASW) of Cardiff, as recipients of the steel billets, loaned PHC one of their shunting locomotives - a BTH 0-6-0 diesel named *Astolat* and bearing an ASW number plate No. 391. This gesture helped overcome the initial motive power problem and the engine remained at Poole until November 1992 whilst PHC located a locomotive of their own. This turned out to be an 0-4-0 Yorkshire Engine Co. locomotive used in the construction of the Channel Tunnel. It first underwent an overhaul to emerge bearing a plate inscribed 'Yorkshire Engine Co. L116 reworked 1993'. Whilst in works Yorkshire Engine Co. loaned/hired a 4-wheeled 'Planet' of 1958 bearing the number RS S8, this being used from November 1992 until February 1993.

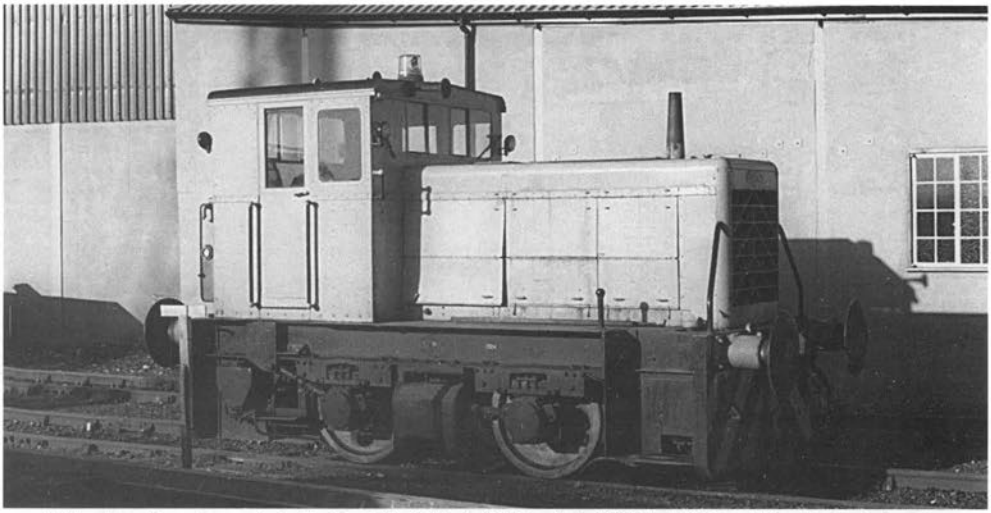
British Rail's cost reductions came by withdrawing its staff and shunting engine, locomotive No. 09 025 performing the last shunting duty for BR on 8th May, 1992. BR also reduced the amount of main line trains to service the steel flow from five to two per week. This deal with PHC saved the line, further economies coming about when BR drafted in more powerful locomotives to work the steel trains, at first class '56s' and eventually new 3,100 hp class '60' locomotives. At the present time on an 'as required' basis usually on Tuesdays and Fridays, these locomotives leave Lower Hamworthy at 12.35 pm with an average load of 530 tons of steel bound for Allied Steel & Wire Co. at Cardiff, thus saving about 100 lorry movements per week.

Three types of steel were originally carried, strip steel in large coils for the Rover car-making plant at Swindon initially went out in old wooden-bodied 4-wheeled wagons covered by a tarpaulin, these being replaced by larger wagons for a time. Eventually purpose-built covered wagons were used, leased from Powell, Duffryn by John Carter and carrying their name and logo on the canvas cover. The carriage of this type of steel unfortunately went over to road haulage in 1993. Large slabs of steel were also conveyed, but in no great quantity. The third, and now the only remaining loads to go from Poole docks by train are the large heavy steel billets, inward flows of these billets remain at a reasonable level sometimes augmented on the odd occasion by a load of steel reinforcing bars. The maximum load noted by the author was on 2nd August, 1996 when about 815 tons of billets went out on 22 wagons giving a total train weight of around 1,200 tons.

Around the time of these events the port saw an interesting railway export, but as the loads concerned were by now not passed to run over BR/Railtrack metals, their arrival unfortunately was on road transport low loaders. Four ex-BR class

Hamworthy, New Quay. British Thomson Houston 0-6-0 diesel *Astolat* from Allied Steel & Co. Cardiff bearing their No. 391 was loaned to Poole Harbour Commisioners from May to November 1992. The locomotive is seen on 4th September, 1992 alongside the PHC shed 'P' built on the site of Wood's/Corralls' Ballast Quay coal depot. *Author*

A Powell Duffryn type PXA wagon used to transport steel coil for the automotive industry is seen at Hamworthy Goods. Note the name of Poole based shipping agents 'John Carter' applied to the wagon sheeting. *Terry Saunders*



Following the return of *Astolat* to Allied Steel & Wire this 1958-built 'Planet' 4-wheeled shunter No. RS58 was hired/loaned to Poole Harbour Commisioners by Yorkshire Engine Co. She worked the port area while the locomotive purchased by PHC was overhauled. *Author*

This is the present Poole Harbour Commissioners' shunting engine at work on Hamworthy New Quay on 27th July 1999. The locomotive bearing a plate 'Yorkshire Engine Co. L116 reworked 1993' is seen as steel billets are loaded. Note the lack of front draw hook lost in a derailment, Poole town quay is in the background. The engine bears the distinction of being the only commercially operated industrial shunter now working in the county of Dorset. *Author*

The 1893-built causeway from Poole to Hamworthy Junction across Holes Bay in Poole Harbour sees class '60' No 60 092 *Reginald Munns* passing over it on 12th April, 1995 with steel billets bound for Cardiff. Calls for a road bridge 'fixed link' over this area has a hollow ring when viewed against this under-used and visually less intrusive asset. *Author*

'Welcome to Poole' greets disembarking ferry passengers today. No doubt this was the sentiment echoed by the civic dignitaries on 1st June, 1847 when the railway arrived in the town. The closest date to the 150th anniversary that a train ran to Hamworthy Goods was 30th May, 1997. Class '60' No. 60 089 *Arcuil* is seen on that day beneath the sign as the driver receives instuctions from EWS supervisor Paul Kneller. *Author*

'20' Type '2' diesels had been purchased by the French railway company Chemin de fer Departementaux (CFD Industries). After overhaul at Crewe Works they went to their new home in central France via the Poole-Cherbourg roll-on roll-off ferry service. Ex-BR No. 20 139 slipped out in June 1992 unrecorded and unnoticed by the author. Locomotives Nos. 20 035, 20 063 and 20 228 followed on 7th July, 1992, but on this occasion the movement was noted and photographed. Since then new coach body shells for London Underground and Irish Railways have been brought in, but only for onward movement by road.

In January 1997 when these 'present day' notes were originally being researched, the billet flow seemed reasonably stable and the branch line was set fair to celebrate 150 years of existence. As the week prior to the 150th anniversary date of 1st June arrived, so did a pleasant surprise in the form of locomotive No. 58 035 on a route learning trip. In this instance men from Westbury, Wiltshire began to familiarise themselves with the route from Eastleigh to Hamworthy Goods in conjunction with a new flow of traffic proposed for the branch (they were already familiar with the route as far as Eastleigh).

Stone from quarries in the Mendip Hills was to be transported to the old disused Associated Portland Cement depot at Hamworthy on the Dawkins Road Industrial Estate for onward movement by lorry. A new road by-pass under construction around the Dorset villages of Puddletown and Tolpuddle was to receive the stone. After five weeks of route learning the first load of stone arrived on 2nd July, 1997 behind one of the quarry company's own American-built class '59' locomotives No. 59 101. These stone trains ran from that date almost daily throughout the remainder of 1997 until December 1998, when the by-pass was completed.

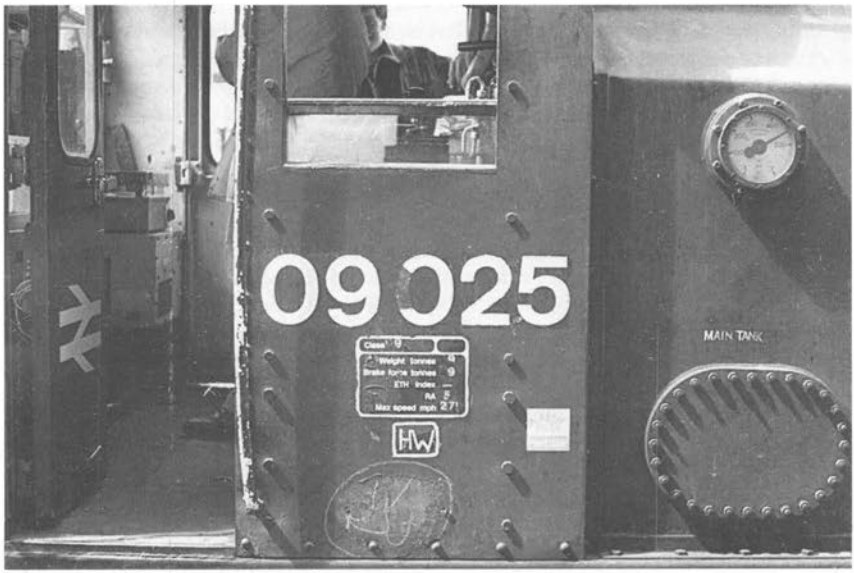
Since that time the stone terminal has been acting as a local distribution point, but due to a lower demand trains run as required usually arriving at 12.50 pm. The sidings within the 1975-built cement terminal had unfortunately been removed for scrap less than a year before trains started running, therefore unloading is done by mechanical grab 'over the fence' as the train stands on the branch line. When empty the trains run down to Hamworthy Goods for the locomotive to run round the train before returning at 5.30 pm to the Mendip Quarry for another load.

The Hamworthy Goods branch and the old station site, 'Old Ham' as it has been affectionately known for some years, saw out its 150th anniversary with a slight upturn in its fortunes due to the advent of the stone trains. Rumours abounded in 1998, one forecasting scrap steel to be loaded on the branch bound for South Wales came to fruition on 14th July, 1998 when five Tiphook Rail wagons were included in the steel train consist. Since then the conveyance of scrap has become a regular feature, being loaded from a specially laid concrete pad in the stone terminal. The current owners of the old cement terminal OASIS Plant Ltd should be congratulated for their foresight in the use of rail for the stone and scrap steel traffic. A return of timber traffic has been suggested, whilst other pessimistic rumours, usually at the time the billet import contract is due to be renewed, suggest the Port of Poole may lose the contract to move this commodity. The 'NIMBY factor' (not in my back yard) looked set to surface over the continued use of the Dawkins Road site as a stone terminal when the by-pass contract was completed, but this has been resolved. Since railway privatisation began in earnest in 1994 trackwork on the branch down to the

boundary with PHC is owned by Railtrack which is responsible for its upkeep. Freight services are worked by the Railfreight company English, Welsh and Scottish Railway (EWS), this company being owned by the American Wisconsin Railway Group and is committed to restoring freight to its *rightful* place on the railway. This company's faith in railways has seen it invest in 250 brand new class '66' diesel locomotives to haul freight on Britain's railways. The first of these new engines to work into Poole, No. 66 021, appeared on the Hamworthy branch on 23rd November, 1998. Flying the Railfreight flag into the new millennium the class '66' appearance bodes well for the line that first saw trains in the 19th century, survived tribulations in the 20th century and now looks set to last well into the 21st century.

Juggernaut lorries rumble and crash through the Borough of Poole shaking homes and polluting the air, they are slowly bashing the living daylights out of the roads and the 1927-vintage lifting bridge. This increase in lorries has brought no benefit whatsoever for the vast majority of Poole inhabitants. Indeed they have in part led to a call for a new road bridge across Holes Bay to the port area.

So less lorries and cars on the roads of Poole would seem like a good idea. In the past countless Poole Councils, of whatever political persuasion, have seen fit to rip the heart out of Old Poole by knocking half of the town down to widen or build new roads and car parks. Now surely it is time to say enough is enough: amidst all this talk of a new link across Holes Bay, Citizens of Poole you have already got one in place, it's been there since 1893, it's called a railway line, why not see it used to its full potential!



The last BR shunting turn on 8th May, 1992 was most appropriately carried out by class '09' No. 09 025. So long a Hamworthy resident she received an unofficial hand painted allocation code HW. *Author*

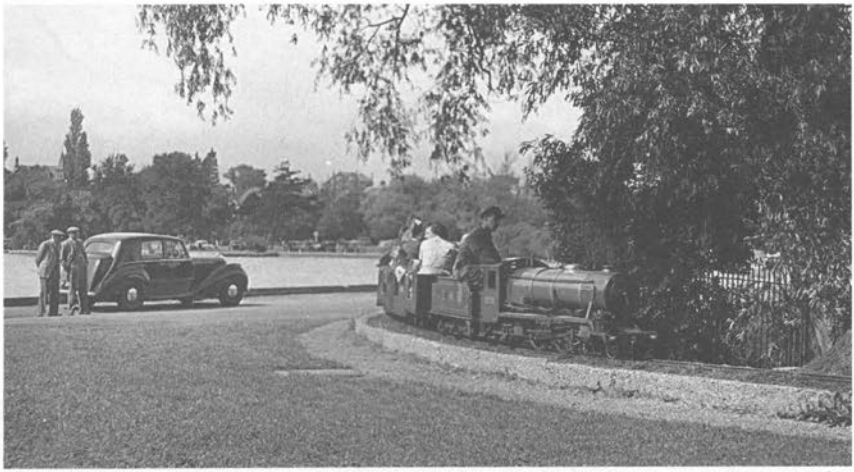
Appendix One

Poole Park Miniature Railway

Earlier in the text mention has been made of the 1874 railway extension from Poole to Bournemouth West bisecting Parkstone Bay within Poole harbour on a causeway. As stated, subsequent development of the area during 1890 into Poole Park saw the enclosed water being turned into a boating lake.

During the construction of the park the eastern end of this lake was further bisected by a road causeway giving rise to a second smaller lake. Over the years due to inflowing streams and springs the water in this smaller lake gradually became fresh, allowing it to be turned into an ornamental lake complete with carp and other fresh water fish and wildlife. In 1949 a concern by the name of Southern Miniature Railways constructed a 10¼ in. gauge railway around its circumference. For 50 years trains have plied around its ½ mile-long circuit giving rides and pleasure to countless youngsters and even the not so young as grandfathers, etc. are enticed into a ride on the train.

In early days motive power was a 4-4-2 steam locomotive bearing the number 1001 and the name *Vanguard*; she worked until the boiler became life-expired around 1965. She was replaced by a petrol-engined machine numbered D107 bearing a resemblance to a class '52' 'Western' diesel, this was in turn replaced by an 'HST' power car outline locomotive. Under the auspices of a new owner from 1991 to 1998 steam returned to the line in the shape of a freelance 0-6-0ST *Arthur* but sadly this engine has been sold leaving the 'HST' as motive power. As this line runs along the causeway between the two lakes with the sea water boating lake section of Parkstone Bay on its right-hand side, it can be argued that in its own way the Poole Park Miniature Railway does give a railway connection to Poole Harbour!



Vanguard in action in August 1954 rounding the curve off the causeway separating the two Poole Park lakes. The enclosed area of Parkstone bay forming the salt water lake is visible on the left. *Ivo Peters courtesy Julian Peters*

A delightful August 1954 study of 4-4-2 *Vanguard* and a well loaded train on the Poole Park miniature railway. *Ivo Peters courtesy Julian Peters*

The current motive power on the line photographed in 1990 is this Bo-Co HST power car-outline locomotive. *Author*

Appendix Two

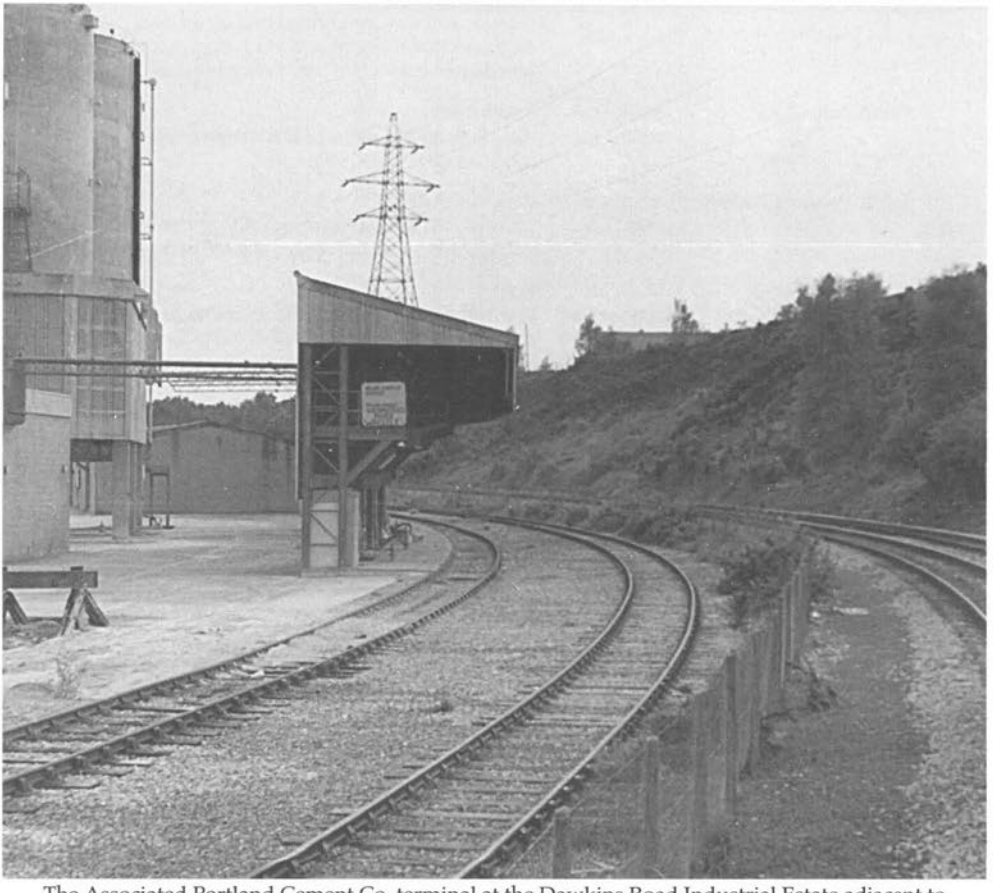
Private Sidings in Poole

The following table lists all known industrial/private companies within Poole which at some time had a private siding/s or connection to the London and South Western Railway, Southern Railway and/or its successor British Railways.

Company	*Status*	*Location and Notes*
Branksome Gas Works (Bourne Valley)	Siding	Branksome Adjacent main line, extending from Bourne Valley viaduct over Coy Pond Road bridge, for coal deliveries down chutes and via a short 'tramway' to premises in Bourne Valley. Siding removed 1965.
Sharp, Jones Ltd	Main line connection	Branksome Access to works sidings and internal rail system inbound coal/coke, pipes out.
South Western Pottery	Access to main line	Parkstone Internal rail system, connected to goods yard sidings inbound coal/coke, pipes/bricks out.
Poole Gas Works (Bournemouth Gas & Water Co.)	Main line connection	Poole Internal siding system, stores and some coal inbound plus from *c.* 1965 Naptha spirit for a new plant. Tar and coke out, works and system closed 1973. Also narrow gauge system serving retorts etc. Standard gauge locomotives No. 1 4wPM Hudsons, Leeds new 1924, scrapped 1946, No. 2 4wDM Hibberd 'Planet' 2054/38, No. 3 4wDM Ruston & Hornsby 242867/46.*
British Govemment (Military)	Sidings	Poole Temporary sidings 1915-1920 West Quay Road area.
Blue Circle Cement Co.	Main line access	Poole Cement distribution Plant constructed in Poole station goods yard *c.* 1960. Inbound, cement powder in 'PRESFLO' wagons from Westbury for local distribution. Closed *c.* 1985.
Hill Richards Ltd. & Waller Housing Corp.	Sidings	Sterte Situated on land along side Stanley Green Road now occupied by industrial units. Inbound building materials, including shingle from West Bay near Bridport. Site used by Hill Richards from mid-1920. Originally in use as two Military sidings with a spur to a works building, laid in 1918 known as 'Longfleet sidings', sidings out of use by 1922. Part of the site included a concrete works in later years.

* 4wPM/4wDM = 4-wheeled Petrol/Diesel Mechanical.

Right: Class '04' diesel shunter No. D2274 works a branch trip freight near Hamworthy Junction in 1960. On the skyline is a training building within the Royal Marine base, the line extreme left is the siding into Kinson Pottery. *Author's Collection*



The Associated Portland Cement Co. terminal at the Dawkins Road Industrial Estate adjacent to the Hamworthy Goods line. The depot was built and opened in 1975 when the company moved from their former premises on New Quay, Hamworthy (*see page 64*). By the time of this photograph (May 1988) the site had been disused for a year, the sidings were later removed and the silos demolished in 1999. The site is now used as a stockpile point for stone from the Mendips and as a loading point for fragmentised scrap steel. *Author*

Hill Richards Ltd. (cont.)		known as W.S. Try Ltd. Evidence exists suggesting this works originally received sand from the Hatch Pond area (about a mile distant) via a short lived narrow gauge tramway.
Ministry of Supply (Creekmoor Royal Ordnance Factory)	Main line connection	Creekmoor Small internal railway system serving armaments factory built in 1941 at Sopers Lane, internal motive power Peckett 0-4-0ST 2012/41 and from 1950 Avonside 0-4-0ST 1976/25. Site disused by 1959, now owned by Siemens, Plessey and Barclays International. Inbound raw materials? (metal), out weapons/munitions.
Sykes' Pottery	Siding	Creekmoor Connected to main line near Creekmoor Halt. Site now part of Creekmoor Industrial Estate. Inbound coal/coke, out pipes, bricks etc., out of use by 1969. Pottery also had a 2 ft gauge internal rail system.
Doulton & Co.	Siding	Creekmoor/Broadstone Adjacent, and connected to the main line between Hamworthy and Broadstone (Castleman's Corkscrew). Laid as late as 1962 to serve a new clay pit. Main line closed 1966 access maintained from Broadstone as a 'long siding' finally taken out of use 1973. Outbound, clay.
Upton Brickworks (later known as Lytchett Brickworks)	Siding	Upton Opened 1890 adjacent, and connected to the main line between Hamworthy and Broadstone (Castleman's Corkscrew). Siding on west side of line just outside of borough boundary), removed 1966 on closure of the line, site now part of a housing estate. Works also served by internal 2 ft gauge line. Inbound coal/coke, outbound, clay and bricks.
Dorset Clay Products	Siding	Upton Opened 1948 adjacent, and connected to the main line between Hamworthy and Broadstone (Castleman's Corkscrew) siding on east side of line (just outside of borough boundary) removed 1966 on closure of the line. Outbound clay.
Kinson Pottery Ltd	Siding	Hamworthy Access to main line via connection at Hamworthy Jn station, in use from 1890s finally lifted 1971. Inbound, coal/coke, out bricks/tiles. Siding used to store explosives wagons etc. during World War I.

Company	*Status*	*Location and Notes*
Associated Portland Cement Marketing Co.	Sidings	Hamworthy Purpose-built cement (powder) receiving terminal constructed and opened in 1975 and closed by 1988, replaced old depot at Hamworthy New Quay.
Air Ministry (later British Pipeline Agency)	Sidings	Hamworthy (Lake) Two sidings constructed off the Hamworthy Goods branch, laid in 1938 removed *c.* 1970. Inbound, aviation fuel and petrol, piped to fuel storage facility off Lake Drive for naval flying boat use during World War II. Later as a strategic reserve until *c.* 1980.
Doulton & Co.	Siding	Hamworthy (Lake) Siding off Hamworthy Goods branch opened 1929, closed 1964, lifted 1966. Outbound clay. This site off Lake Road used as landfill tip by Brooks Ltd, builders, in the 1970s and is now a housing estate.
Admiralty	Siding	Hamworthy (Lake) Siding off Hamworthy Goods branch. Former up line relaid 1916 to serve shipyard. Inbound, raw materials and equipment.
J.R. Smith Steel Stockholders	Siding	Hamworthy (Lake) Siding off Hamworthy Goods branch addition to long siding into former Admiralty shipyard, later flying boat base. Inbound, structural steelwork, i.e. girders. Formerly J. Smith's Ironworks and general dealer.
Carter's Pottery	Siding	Hamworthy
J.T. Sydenham	Siding	Hamworthy
Hamworthy Wharf & Coal Co.	Sidings	Hamworthy Later J.R. Wood and Corralls.
James Bros Ltd Structural Engineers and steel stock holders	Goods Yard	Hamworthy Originally served by a siding, by the 1960s this company used the old goods loading platform at Hamworthy Goods station to receive structural steel, i.e. girders.
Poole Harbour	Sidings	Formerly part of the Hamworthy Goods branch below mileage point 117.67, extending on to New Quay. Control assumed from BR/Railtrack as and from May 1992 to present day.

Poole Freight Workings in 1960

Up direction (Monday-Friday)

6.08/6.39 am (calling), Salisbury-Bournemouth East yard
6.42/7.10 a (calling), Bath-Bournemouth West
8.17 am arr. ex-Evercreech
9.27 am dep. to Bournemouth East yard
11.43 am arr. ex-Evercreech
12.27 pm arr. ex-Broadstone
12.58 pm arr. ex-Eastleigh via Wimborne
12.58 pm dep. to Bournemouth East yard
1.54/2.35 pm (calling), Hamworthy Junction-Bournemouth East yard
6.32 pm arr. ex-Hamworthy Junction
6.58/7.55 pm (calling), Corfe Castle-Bournemouth East yard
8.15/9.15 pm (calling), Dorchester-Nine Elms (Dorset Goods)
11.30 pm dep. to Eastleigh

Down direction (Monday-Friday)

1.06/1.30 am (calling), Eastleigh-Dorchester
3.39 am arr. ex-Bournemouth East yard
4.23/5.05 am (calling), Nine Elms-Weymouth (Dorset Goods)
6.09 am dep. to Swanage
8.50 am dep. to Brockenhurst via Wimborne
9.05 am dep. to Hamworthy Junction
10.57 am dep. to Broadstone
1.00 pm arr. ex-Bournemouth East yard
1.27 pm dep. to Hamworthy Junction
3.05 pm dep. to Templecombe
4.29 pm arr. from Bournemouth East yard
5.25/6.08 pm (calling), Bournemouth East yard-Dorchester
6.28/6.48 pm (calling), Bournemouth East yard-Dorchester *
(Did not run if Redbridge ran, see below)
8.17/8.20 pm (calling), Redbridge-Dorchester - as required see above
8.10 pm dep. to Bath

* Conditional Friday/Saturday excepted relief.

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A 1999 view of the former trackbed of the line to Saltern pier. *Author*

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